

PART NO. 2116 BLK  
2116-1 METALLIC CERAMIC

CHEVY - CHEVELLE/EL CAMINO 283-350 CID  
GMC - SPRINT/WAGON 283-350 CID  
CHEVY - PASSENGER/WAGON 350-400 CID

**NOTE:** 1) WILL NOT FIT WITH AIR CONDITIONING (EXCEPT PASSENGER/WAGON WITH HOOKER BRACKET).  
2) WILL NOT FIT WITH MANUAL TRANSMISSION OF PASSENGER/WAGON.  
3) WILL NOT FIT 168 TOOTH FLY WHEEL

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. EXTENSIVE DYNO/TRACK TESTING HAS ENABLED HOOKER TO OFFER THE MOST ADVANCED DESIGN IN HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL INSTALLATION (WHILE NOT COMPLEX) MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

**BEFORE STARTING**

YOUR VEHICLE MUST BE RAISED A MINIMUM OF 36 INCHES. A FLOOR HOIST IS IDEAL. IF NO HOIST IS AVAILABLE, WE STRONGLY URGE THE USE OF AXLE STANDS AS A SAFETY MEASURE. CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.

**INSTALLATION PROCEDURE - PLEASE READ CAREFULLY**

**LEFT SIDE**

1. DISCONNECT BATTERY TO PREVENT ELECTRICAL SYSTEM DAMAGE.
2. UNBOLT STOCK HEADPIPES FROM EXHAUST MANIFOLD AND PUSH ASIDE.
3. REMOVE SPARK PLUGS, ALTERNATOR, EXHAUST MANIFOLD, DIPSTICK TUBE, OIL FILTER, CLUTCH LINKAGE, CROSS SHAFT AND TRANSMISSION LOCKING DEVICE (IF EQUIPPED). REMOVE AIR CONDITIONING COMPRESSOR (IF EQUIPPED).
4. REMOVE CENTER MOTOR MOUNT BOLT AND RAISE ENGINE ABOUT ONE INCH. (USE A BOARD BETWEEN PAN AND JACK).
5. STARTING FROM BELOW, WORK HEADER THROUGH CHASSIS INTO POSITION. LOWER ENGINE AND REPLACE MOTOR MOUNT BOLT.  
**NOTE:** A) IT MAY BE NECESSARY TO BEND OR REMOVE FRAME SUPPORT ROD FOR ADEQUATE HEADER CLEARANCE. SEE ILLUSTRATION "A".  
B) COLUMN AUTOMATICS - IF SHIFT LINKAGE CONTACTS HEADER TUBES, BEND FOR ADEQUATE CLEARANCE. SEE ILLUSTRATION "B".  
C) STICK SHIFT EL CAMINOS - TURN CLUTCH LINKAGE ROD AROUND (IF EXTRA CLEARANCE IS NEEDED) AND INSERT FROM INSIDE. SEE ILLUSTRATION "C".
6. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
7. TIGHTEN ALL BOLTS EVENLY.
8. REPLACE OIL FILTER, CLUTCH LINKAGE CROSS SHAFT, DIPSTICK TUBE, ALTERNATOR AND SPARK PLUGS.  
**NOTE:** IF ALTERNATOR WAS MOUNTED ON EXHAUST MANIFOLD, USE FURNISHED HOOKER BRACKET TO REMOUNT. SEE ILL. "D".
9. TO REMOUNT AIR CONDITIONING COMPRESSOR (PASSENGER/WAGON) PURCHASE HOOKER BRACKET (PART NO. 10925).

**RIGHT SIDE**

1. REMOVE SPARK PLUGS, EXHAUST MANIFOLD AND STARTER. REMOVE AIR CONDITIONING COMPRESSOR (IF EQUIPPED).
2. STARTING FROM BELOW, WORK HEADER THROUGH CHASSIS INTO POSITION. WITH HEADER LOOSE, INSTALL STARTER.  
**NOTE:** SOME CHEVELLE MODELS MAY REQUIRE ENGINE TO BE RAISE TO INSTALL STARTER.
3. POSITION FLANGE GASKET AND START ALL BOLTS (MOST RESTRICTED FIRST).  
**NOTE:** IT MAY BE NECESSARY TO BEND OR REMOVE FRAME SUPPORT ROD FOR ADEQUATE HEADER CLEARANCE. SEE ILL. "A".
4. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
5. TIGHTEN ALL BOLTS EVENLY. REPLACE SPARK PLUGS.
6. TO REMOUNT AIR CONDITIONING COMPRESSOR (PASSENGER/WAGONS) PURCHASE HOOKER BRACKET PART NO. 10926.
7. TO CONNECT COLLECTORS TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11030.  
**NOTE:** DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLER #21104, #21105 OR #21106; HOOKER COMPETITION TURBO #21004, #21005 OR #21006; OR UNIVERSAL HOOKER MUFFLER #21012 AND UNIVERSAL TAILPIPE #16215.
8. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.



**WARNING!** Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOLLEY PERFORMANCE PRODUCTS  
TECHNICAL SERVICE: 270-781-9741 FAX: 270-781-9772

Website: www.holley.com

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER OR SEND US \$4.00 AND WE'LL SEND YOU COMPETE INFORMATION PLUS HOOKER DECALS.

**LIMITATION OF LIABILITY - DISCLAIMER:** THE REGULATION OF EMISSIONS PRODUCTION, NOISE LEVELS AND SAFETY STANDARDS IS UNDERTAKEN BY THE FEDERAL GOVERNMENT, EACH OF THE FIFTY STATE LEGISLATURES AND BY MANY LOCAL MUNICIPALITIES, TOWNS AND COUNTIES.

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THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

CALIFORNIA VEHICLE CODE SECTIONS 27156 AND 38391 PROHIBIT THE ADVERTISING, OFFERING FOR SALE, OR INSTALLATION OF ANY DEVICE WHICH MODIFIES A VEHICLE'S EMISSION CONTROL SYSTEM UNLESS EXEMPTED. UNLESS OTHERWISE NOTED, HOOKER HEADERS HAVE NOT RECEIVED AN EXEMPTION FROM THESE CODE SECTIONS AND ARE NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON VEHICLES ORIGINALLY EQUIPPED WITH CATALYTIC CONVERTERS. IT IS ILLEGAL, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE DRIVEN UPON A HIGHWAY, TO REMOVE OR OTHERWISE RENDER INOPERATIVE ANY EMISSION CONTROL DEVICE ON REGULATED MOTOR VEHICLES-CHECK CATALOG LISTINGS TO INSURE PROPER APPLICATION. IN THE OTHER 49 STATES, UNLESS OTHERWISE NOTED, HOOKER HEADERS ARE NOT LEGAL FOR POLLUTION CONTROLLED MOTOR VEHICLES, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A HIGHWAY AND ARE NOT INTENDED OR APPLICABLE FOR HIGHWAY USE.

