

PART NO. 2129 BLK  
2129-1 METALLIC CERAMIC

CHEVY VEGA  
(WITH SMALL BLOCK V8 TRANSPLANT)

- NOTE:** 1) TO BE USED WITH HOOKER HEADER V-8 INSTALLATION KIT, PART NO. 12601, AFTER THE ENGINE HAS BEEN INSTALLED.  
2) WILL NOT FIT WITH POWER STEERING, POWER BRAKES, OR AIR CONDITIONING.
- 4) WILL NOT FIT WITH CAST IRON POWER GLIDE AUTOMATIC TRANSMISSION.

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 CABLE TO PREVENT ELECTRICAL SYSTEM DAMAGE. REMOVE SPARK PLUGS.
  2. EXAMINE OIL FILTER. BLOCKS ORIGINALLY SET UP FOR REPLACEMENT ELEMENT FILTER MUST CHANGE TO REMOTE FILTER SET UP (EVEN SHORTEST FILTER, WHEN COMBINED WITH SCREW ON ADAPTER, IS TOO LONG TO CLEAR HEADER). BLOCKS ORIGINALLY SET UP FOR SCREW ON (THROW AWAY) FILTER MAY USE SHORT FILTER (AC#PF25, OR EQUIVALENT) BUT REMOTE FILTER WILL FACILITATE MAINTENANCE.
  3. POSITION FLANGE GASKET. STARTING FROM UNDER THE CHASSIS, WORK THE MIDDLE PIPES (L-2 AND L-3) INTO PLACE AND START HEADER BOLTS. DO NOT TIGHTEN.
  4. STARTING FROM ABOVE, POSITION L-1 PIPE BETWEEN FENDERWELL AND CHASSIS; INSERT BOTTOM OF PIPE INTO SLIP TUBE ON HEADER, AND START HEADER BOLTS.
  5. REMOVE BRAKE LINE TO LEFT FRONT WHEEL. ENLARGE HOLE IN FENDER PANEL TO ACCOMMODATE HEADER PIPE. SEE ILLUSTRATION "A".
  6. INSERT L-4 PIPE INTO HOLE IN FENDER PANEL. SLIP BOTTOM OF PIPE INTO HEADER AND START HEADER BOLTS. REROUTE BRAKE LINE FOR MAXIMUM CLEARANCE OF HEADER TUBES AND RECONNECT TO STOCK FITTINGS.
- NOTE:** AFTER RECONNECTING BOTH RIGHT AND LEFT SIDE BRAKE LINES, BRAKE SYSTEM MUST BE BLED.
7. TIGHTEN ALL HEADER BOLTS EVENLY. REPLACE SPARK PLUGS.

##### **RIGHT SIDE**

1. REMOVE SPARK PLUGS AND STARTER.
  2. POSITION FLANGE GASKET AND (FROM BELOW) WORK R-1 PIPE UP INTO PLACE. START HEADER BOLTS, BUT DO NOT TIGHTEN.
  3. WORK MIDDLE PIPES (R-2 AND R-3) UP INTO PLACE. WITH HEADER LOOSE, REPLACE STARTER. THE BOTTOM END OF R-1 PIPE SLIPS INTO HEADER. START HEADER BOLTS.
- NOTE:** IT MAY BE NECESSARY TO RELIEVE THE REMOVABLE CROSSMEMBER (WHICH RUNS BETWEEN LEFT AND RIGHT FRAME RAILS) FOR ADEQUATE CLEARANCE OF R-2 AND R-3 PIPES. SEE ILLUSTRATION "B".
4. REMOVE RIGHT FRONT BRAKE LINE. ENLARGE HOLE IN FENDER PANEL TO ACCOMMODATE R-4 PIPE. SEE ILLUSTRATION "A".
  5. INSTALL R-4 PIPE THROUGH HOLE IN FENDER PANEL INTO MAIN BODY OF HEADER AND START HEADER BOLTS.
  6. REROUTE BRAKE LINE FOR MAXIMUM CLEARANCE OF HEADER TUBES AND RECONNECT TO STOCK FITTINGS.
  7. TIGHTEN ALL HEADER BOLTS EVENLY. REPLACE SPARK PLUGS AND STARTER WIRES.
- NOTE:** BE SURE THEY HAVE BOTH ADEQUATE CLEARANCE. RELOCATE AS NECESSARY.
8. TO CONNECT HEADERS TO EXHAUST SYSTEM, PURCHASE HOOKER REDUCERS (PART NO. 11030)
- NOTE:** A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21104, #21105 OR #21106; HOOKER COMPETITION TURBOS #21004, #21005 OR #21006; AND UNIVERSAL TAILPIPE #16215.
9. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, TRANSMISSION COOLER LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.



**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.

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

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOLLEY PERFORMANCE PRODUCTS  
TECHNICAL SERVICE: 279-781-9741 FAX: 270-781-9772

Website: [www.holley.com](http://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 (

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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.

