

PART NO. 2235-2238 (SIDE MOUNT)
 67-74 CAMARO 302-350
 68-74 CHEVY II 302-350

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. OUR ENGINEERS HAVE DESIGNED THE FINEST SIDE MOUNT HEADER AVAILABLE FOR THE MOUNT MOTOR CAMARO AND CHEVY II THAT CAN BE USED IN COMPETITION OR WITH OUR SPECIALLY DESIGNED MUFFLER (PART NO. 21021) AS A SUPER STREET MACHINE. BECAUSE OF THE RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR HEADERS WILL BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, WILL TAKE A CERTAIN AMOUNT OF TIME, BUT THE ADDITIONAL "BOLT-ON" HORSEPOWER AND "TOTAL PERFORMANCE" FEELING YOUR HOOKER HEADERS PROVIDE WILL MORE THAN JUSTIFY YOUR EFFORTS.

BEFORE STARTING

THE IDEAL METHOD TO INSTALL YOUR HEADERS IS BY USING A FLOOR HOIST OR OTHER TYPE OF LIFTING DEVICE SINCE THE CAR MUST BE RAISED A MINIMUM OF 36 INCHES. IF NO HOIST IS AVAILABLE, WE STRONGLY URGE THE USE OF AXLE STANDS AS A SAFETY MEASURE. CAUTION!! UNDER NO CIRCUMSTANCES SHOULD THE CAR BE RAISED FOR ANY LENGTH OF TIME WITH A BUMPER JACK!

LEFT SIDE INSTALLATION

1. DISCONNECT BATTERY CABLE TO AVOID DAMAGE TO YOUR CAR'S ELECTRICAL SYSTEM.
2. UNBOLT STOCK HEADPIPES FROM EXHAUST MANIFOLDS AND REMOVE HEADPIPES AND MUFFLERS FROM THE CAR (BOTH SIDES).
3. REMOVE CLUTCH LINKAGE, SPARK PLUGS, ALTERNATOR (IF MOUNTED ON THE EXHAUST MANIFOLD), EXHAUST MANIFOLD AND DIPSTICK TUBE.
4. STARTING FROM BELOW, WORK THE HEADER UP AND THROUGH CHASSIS INTO POSITION.
 *NOTE: SOME MODELS MAY REQUIRE THE ENGINE TO BE RAISED ON THE LEFT SIDE (BE SURE TO USE A FLAT BOARD BETWEEN THE OIL PAN AND JACK).
5. POSITION GASKET AND START ALL BOLTS (MOST RESTRICTED FIRST).
6. TIGHTEN ALL BOLTS (MOST RESTRICTED FIRST).
7. REINSTALL SPARK PLUGS, ALTERNATOR (IF REMOVED), CLUTCH LINKAGE AND DIPSTICK TUBE.
 *NOTE: 1. MODELS EQUIPPED WITH POWER STEERING REQUIRE A SPACER PROVIDED IN THE ACCESSORY PACKAGE (SEE ILLUSTRATION A).
 2. BE SURE TO CHECK THE POWER STEERING HOSES MAKING SURE THEY DO NOT COME IN CONTACT WITH THE HEADER TUBES.

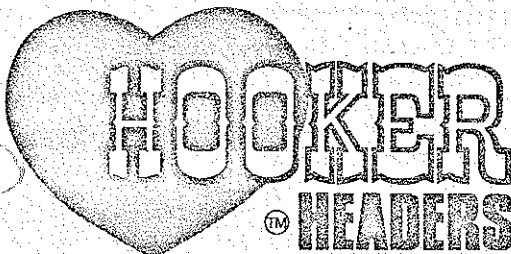
RIGHT SIDE INSTALLATION

1. REMOVE SPARK PLUGS, EXHAUST MANIFOLD AND AIR CONDITIONING COMPRESSOR (IF MOUNTED ON THE RIGHT SIDE).
2. STARTING FROM BELOW, WORK THE HEADER UP AND THROUGH CHASSIS INTO POSITION. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
3. TIGHTEN ALL BOLTS (MOST RESTRICTED FIRST).
 *NOTE: AT THIS TIME, TAKE A CAREFUL LOOK AND MAKE SURE THAT THE BRAKE AND GAS LINES DO NOT COME IN CONTACT WITH THE HEADER TUBES.
4. REINSTALL SPARK PLUGS.
 *NOTE: IF ALTERNATOR IS MOUNTED ON THE RIGHT SIDE USE HOOKER MOUNTING BRACKET PART NO. 10922 (SEE ILLUSTRATION E). IF CAR IS EQUIPPED WITH AIR CONDITIONING USE HOOKER MOUNTING BRACKET PART NO. 10923, AVAILABLE THROUGH YOUR LOCAL HOOKER HEADERS DEALER.

SIDE MOUNT INSTALLATION PROCEDURE

1. IF CAR IS INTENDED FOR STREET DRIVING, USE HOOKER MUFFLER PART NO. 21021 WHICH SLIPS INTO SIDE PIPE BEFORE INSTALLATION.
2. SLIP THE SIDE PIPE OVER COLLECTOR INTO POSITION (BOTH SIDES).
3. INSTALL THE BRACKETS, BOTH FRONT AND REAR. SEE ILLUSTRATIONS B, C AND D FOR MOUNTING PROCEDURE. ALL THE NECESSARY BRACKETS, BOLTS, WASHERS AND RUBBER GROMMETS FOR MOUNTING THE BRACKETS ARE PROVIDED WITH YOUR HEADERS.
 *NOTE: 1. 67-69 CAMAROS USE THE MIDDLE BRACKET; 68-74 CHEVY II'S USE THE REAR BRACKET.
 2. 68-74 CHEVY II MODELS MAY REQUIRE SLIGHT MODIFICATION OF THE REAR SPRING HANGER (SEE ILLUSTRATION F).
4. BE SURE THAT ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE ADEQUATE CLEARANCE. RELOCATE AS NECESSARY.
5. CONNECT BATTERY, START ENGINE AND CHECK FOR ANY LEAKS.

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



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