

PART NO. 2265

CHEVY-CHEVELLE/EL CAMINO - GMC-SPRINT/WAGON 396-454 CID

NOTE: WILL NOT FIT WITH AIR CONDITIONING.

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 DAMAGE TO THE ELECTRICAL SYSTEM.
2. REMOVE STOCK EXHAUST MANIFOLD AND SPARK PLUGS.
3. REMOVE CLUTCH LINKAGE, OIL FILTER, OIL PRESSURE SENDING UNIT.
4. REMOVE CENTER MOTOR MOUNT BOLT, RAISE MOTOR (PLACE A BOARD BETWEEN PAN AND JACK) ABOUT 2". REMOVE SLIP TUBE.
5. STARTING FROM BELOW, WORK MAIN BODY OF HEADER UP THROUGH CHASSIS.
6. LOWER ENGINE AND REPLACE CENTER MOTOR MOUNT BOLT.
7. PLACE GASKET INTO POSITION AND START ALL BOLTS.
8. CUT HOLE IN FENDERWELL ABOUT 3" SQUARE BEHIND A-ARM.
9. INSTALL L-4 PIPE AND START BOLTS.
10. TIGHTEN ALL BOLTS EVENLY.
11. REPLACE SPARK PLUGS, CLUTCH LINKAGE, OIL FILTER AND OIL PRESSURE SENDING UNIT.

RIGHT SIDE

1. REMOVE STOCK EXHAUST MANIFOLD AND SPARK PLUGS.
2. REMOVE STARTER AND DIPSTICK.
3. REMOVE SLIP-TUBE FROM MAIN BODY OF HEADER.
4. STARTING FROM BELOW, WORK MAIN BODY OF HEADER AND STARTER THROUGH CHASSIS. INSTALL STARTER.
5. PLACE GASKET INTO POSITION BETWEEN FLANGE AND HEAD.
6. START ALL BOLTS.
7. CUT HOLE IN FENDERWELL ABOUT 3" SQUARE BEHIND A-ARM.
8. INSTALL R-3 PIPE AND START BOLTS.
9. TIGHTEN ALL BOLTS EVENLY. REPLACE DIPSTICK.
10. CONNECT COLLECTORS TO HEADPIPES, PURCHASE HOOKER REDUCER KIT NO. 11035.

NOTE: A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER SUPER COMPETITION TURBO MUFFLERS #21104, #21105 OR #21106; HOOKER COMPETITION TURBOS #21004, #21005 OR #21006; AND UNIVERSAL TAILPIPE #16215. HEADER TYPE MUFFLERS DO NOT REQUIRE REDUCERS.

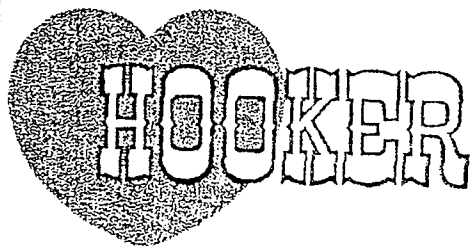
11. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

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: 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



Super Competition

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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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.