



P/N 2386HKR (painted) & 2386-1HKR (ceramic coated) SUPER COMPETITION ADJUSTABLE RACE HEADERS

1967-69 Chevrolet Camaro / 1968-74 Chevy II, Nova (396-502)

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 exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your hooker exhaust system.

NOTE: Will not fit with air conditioning, power steering, or column shift.

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. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

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 the battery cable to prevent damage to the electrical system.
2. Remove the stock exhaust manifold.
3. Remove the clutch linkage, oil pressure sending unit, oil filter, and spark plugs.
4. Remove the center bolt from the motor mount.
5. Jack the motor up about one inch (use a board between the pan and jack).
6. Starting from below, work the header up through the chassis and position in line with the ports (be careful not to damage the heat sending unit).
7. Lower the engine and replace the mount bolt.
8. Place the gasket into position and start all bolts.
9. Tighten all bolts evenly.
10. Replace the clutch linkage, oil pressure sending unit, oil filter, and spark plugs.

RIGHT SIDE:

1. Remove the spark plugs, dipstick tube, and stock exhaust manifold.
2. Remove the center bolt from the motor mount and jack the motor up approximately 1 inch.
3. Starting from below, work the header through the chassis and position in line with the ports. **NOTE:** Check the clearance between the R-1 pipe and upper A-arm bolt. You may have to cut 1/4" off for clearance. This will vary with different motor mounts.
4. Lower the engine and replace the mount bolt.
5. Place the gasket into position and start all bolts.
6. Tighten all the bolts evenly.
7. Replace the dipstick tube and spark plugs.
8. See Figure A for the assembly of the adjustable collector.
9. Connect the battery, start the engine, and check for leaks.
10. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

IMPORTANT:

1. Included in this set of special race car headers are two extensions and tabs for holding the extensions in place. After the headers have been installed, place the extensions in the desired position and weld the tabs to the collectors and extensions.
2. Also included with this header system is a set of 3/4" x 9" retaining straps. These straps are used to connect and hold the adjustment stubs between the primary and collector tabs.
3. After you have decided which combination of stub lengths to use, bolt the retaining strap to the primary tab using the hole provided.
4. Next, drill a 1/4" hole through the retaining strap using the tabs on the collector as a guide. Be sure that all components fit together tightly before drilling the second hole in the strap. Repeat this process for other lengths you choose to try. Check the components for tightness to ensure maximum performance and safety.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

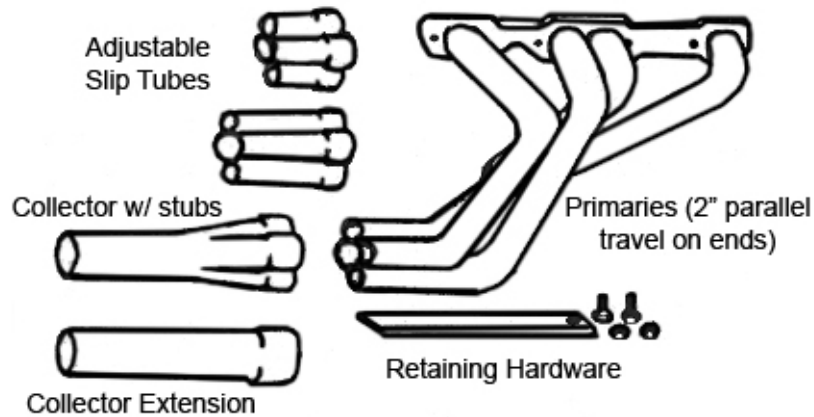


Figure A

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.

HOOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 AND 38391, prohibits 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 to 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 the regulated motor vehicles – check catalog listings to ensure 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.

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