



**P/N 16820HKR**  
**STREET FORCE® CAT BACK SYSTEMS FOR CARS**  
**1983-92 Camaro / Firebird - 305 non-HO (H & E)**

- NOTE:** Engine code is eighth digit in the VIN Code.  
**NOTE:** Comes with show polished stainless tips.  
**NOTE:** This system is designed to accommodate factory supplied catalytic converter.  
**NOTE:** It is illegal (except for racing vehicles, which may never be driven upon a highway) to remove the catalytic converter.  
**NOTE:** Mufflers are supplied with this exhaust system. Hooker designed this kit in conjunction with the Hooker Super Competition Aero Chamber Muffler. Extensive track and flow testing has allowed Hooker Headers to produce the finest chambered muffler available.  
**NOTE:** The unique design of the Aero Chamber will create a throaty, powerful sound that will not change with time. Proper installation and maintenance will ensure long life and maximum performance from your Aero Chamber muffler.

**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.** We recommend welding all pipe slip joints (headpipe to muffler, etc.). If no welding equipment is available at the time of the installation, use the furnished clamps to secure the pipes until they can be welded.

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

- NOTE:** All Hooker Aero Chamber mufflers feature aluminized and stainless steel construction for long life. The following tips are intended to help you realize the full potential of these mufflers.
1. Aero Chamber mufflers are designed with a heavy gauge inlet and outlet stub for high strength. Standard muffler clamps will not properly crush the stub and welding is recommended **in all cases**.
  2. Proper support of the exhaust system components is essential to long life. This system is designed to hang in the stock location.
  3. All exhaust system mounts should contain a rubber isolator to dampen the vibration and prevent metal fatigue and cracking – **NEVER** rigid mount exhaust components.
  4. Begin by unbolting and removing the stock muffler. Keep all stock hangers, so they can be re-used during reassembly.
  5. Unbolt and remove the stock headpipe from the car.
  6. Bolt headpipe “B” to the muffler with bolts, nuts, and gasket supplied. Insert both tail pipes into the muffler and install clamps. Do not tighten completely at this time.
  7. Slide the headpipe over the axle and install the muffler on the car using the stock hangers.
  8. Install headpipe “A” onto the back of the catalytic converter using the provided flange and stock bolts. Slide into headpipe “B”. Adjust for maximum clearance. Install the provided clamps and tighten all bolts.
  9. Start the engine and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
  10. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

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

**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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**Date: 3-29-10**