

## WILL NOT ACCOMMODATE FACTORY AIR SMOG PUMP

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 STOCK HEADPIPES FROM EXHAUST MANIFOLDS AND CATALYTIC CONVERTER. REMOVE HEADPIPES.
2. REMOVE STOCK EXHAUST MANIFOLD FROM HEAD. REMOVE SMOG FITTINGS FROM EXHAUST MANIFOLD.
3. REMOVE SPARK PLUGS, OIL FILTER, DIPSTICK TUBE, AND CLUTCH CABLE FROM BELLHOUSING (IF STICK SHIFT). DISCONNECT BATTERY.
4. STARTING FROM BELOW, WORK MAIN PART OF HEADER UP THROUGH CHASSIS INTO POSITION OVER EXHAUST PORTS.
5. LOCATE GASKET BETWEEN HEAD AND FLANGE. START BOLTS, BUT DO NOT TIGHTEN.
6. LOCATE L-1 PIPE OVER PORT AND INTO SLIP JOINT ON MAIN PART OF HEADER. START BOLTS.
7. ADJUST HEADER FOR MAXIMUM CLEARANCE WITH ENGINE AND CHASSIS COMPONENTS. TIGHTEN BOLTS.
8. INSTALL DIPSTICK TUBE, SECURING TO L-1 PIPE WITH HOSE CLAMP. SEE ILLUSTRATION "A".
9. ATTACH SMOG PUMP TUBE TO FITTINGS ON L-1 AND L-3 PIPES, AND RECONNECT TO STOCK SMOG LINES.
10. REPLACE SPARK PLUGS, OIL FILTER, AND CLUTCH CABLE (IF STICK SHIFT).

**RIGHT SIDE**

1. REMOVE EXHAUST MANIFOLD FROM HEAD. REMOVE AND SAVE SMOG FITTINGS FROM EXHAUST MANIFOLD.
2. REMOVE SPARK PLUGS AND FRONT CROSSMEMBER. SEE ILLUSTRATION "D".
3. IF CAR IS EQUIPPED WITH AIR CONDITIONING, REMOVE AND MODIFY AIR CONDITIONER BRACKET AS SHOWN IN ILLUSTRATION "B". FABRICATE TWO SPACERS 1-1/8" LONG TO FIT OVER MOUNTING BOLTS.
4. STARTING FROM BELOW WORK MAIN PART OF HEADER UP THROUGH CHASSIS (BY STARTER) INTO POSITION OVER EXHAUST PORTS. POSITION GASKET BETWEEN FLANGE AND HEAD. START BOLTS BUT DO NOT TIGHTEN.
5. WORK R-4 PIPE DOWN THROUGH OVAL HOLE IN CHASSIS. INSERT LOWER END INTO SLIP TUBE ON MAIN BODY OF HEADER, POSITION UPPER END OVER EXHAUST PORT. START ALL BOLTS BUT DO NOT TIGHTEN.
6. WORK R-1 PIPE DOWN BETWEEN R-4 PIPE AND ENGINE BLOCK. INSERT LOWER END INTO SLIP TUBE ON MAIN BODY OF HEADER; UPPER END GOES OVER EXHAUST PORT. START BOLTS.
7. ADJUST HEADER FOR MAXIMUM ENGINE AND CHASSIS CLEARANCE. TIGHTEN ALL BOLTS.
8. REPLACE SPARK PLUGS AND FRONT CROSSMEMBER.
9. REMOUNT AIR CONDITIONER ON MODIFIED BRACKET (STEP #3) USING STOCK BOLTS, 1 STOCK SPACER AND 2 FABRICATED SPACERS. SEE ILLUSTRATION "C".
10. ATTACH SMOG PUMP TUBE TO FITTINGS ON R-1 AND R-4 PIPES. RECONNECT TO STOCK SMOG LINES (ON 350 CID ENGINES FOR OFF ROAD USE, HOLES WILL BE PLUGGED).
11. CHECK BATTERY CABLES, BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES FOR ADEQUATE CLEARANCE. REROUTE AS NECESSARY.
12. CHECK CLEARANCE BETWEEN R-2 PIPE AND OIL PAN. A TIGHT FIT IS NORMAL DUE TO LIMITED SPACE, BUT IF PIPE HITS OIL PAN, IT MAY BE NECESSARY TO DENT PIPE (OR OIL PAN) SLIGHTLY FOR CLEARANCE.
13. TO CONNECT COLLECTORS TO HEADPIPES PURCHASE HOOKER HEADER REDUCER KIT NO. 11125.
14. RECONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS.

**NOTE:** DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLER #21104, #21105 OR #21106; HOOKER COMPETITION TURBO #21004, #21005 OR #21006; AND UNIVERSAL TAILPIPE #16215.

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](http://www.holley.com)



*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.

# PART NO. 2135

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DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER RUNS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.

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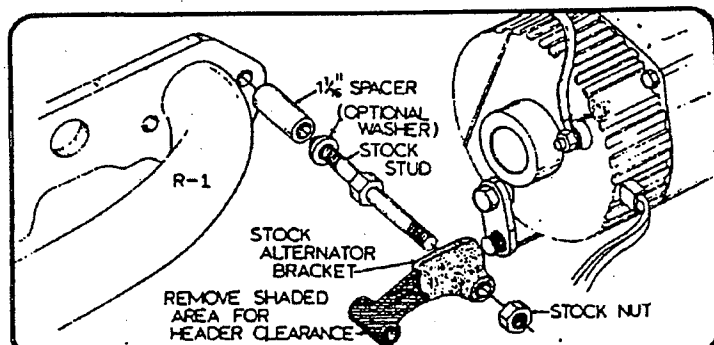
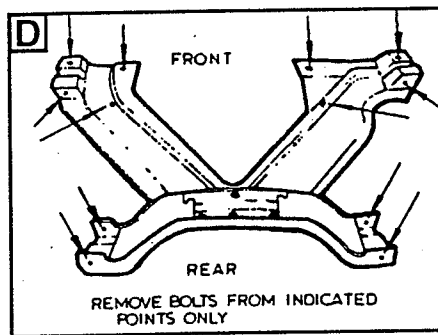
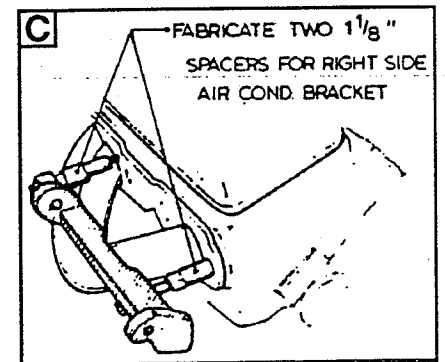
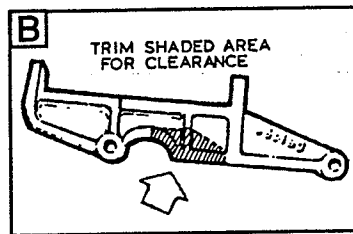
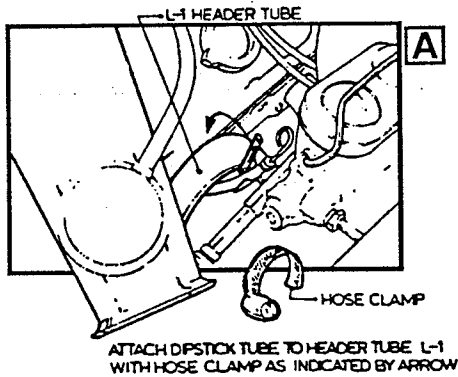
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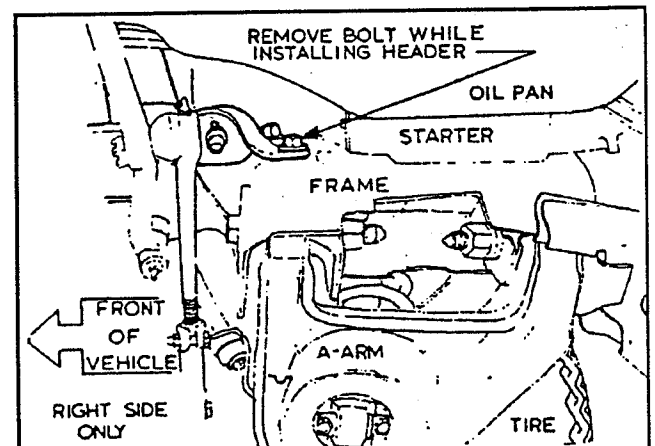
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THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

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.



DUE TO MANUFACTURING VARIANCES, IT MAY BE NECESSARY TO ADD A FLAT WASHER OR GRIND THE SPACER FOR PROPER CLEARANCE OF BRACKET TO HEADER TUBE.



TO FACILITATE INSTALLATION ON SOME YEAR MODELS IT WILL BE NECESSARY TO REMOVE BOLTS AS SHOWN. REPLACE BOLTS AFTER HEADERS HAVE BEEN INSTALLED.