



## P/N 2140HKR (painted) & 2140-1HKR (ceramic coated) SUPER COMPETITION ENGINE SWAP HEADERS 1972-80 LUV - CHEVY V8 (58 AND LATER SMALL BLOCK-2WD) 265-400

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:** One tube over frame right side.

**NOTE:** The header requires 1958 or later engine blocks and Hooker frame mounts (P/N 12606HKR) after the engine has been installed. Use rear mount (P/N 12630HKR) for the turbo 350, aluminum Powerglide, or manual transmission. All require any 1967-77 Camaro rubber transmission mount that fits your particular transmission.

**NOTE:** Will not fit angle plug heads.

**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. Remove the spark plugs.
2. Remove the left motor mount and oil filter.

**NOTE:** Cartridge type oil filter canisters will not work with this header. If the engine is equipped with this type oil filter, the conversion must be made to a spin-on type. Adapters are available at most speed shops or automotive supply stores.

3. Raise the motor approximately 2 ½”.
4. Starting from below, work the header up between the motor mount pad and block.
5. Place the gasket into position and start the rear bolt in the flange.
6. Start the bolt in front of the header. With the header loose, replace the motor mount and lower the engine.
7. Start all bolts (most restricted first), and then tighten evenly.

#### **RIGHT SIDE:**

**NOTE:** See **Figure A** for trimming of the battery box and fenderwell before installation.

1. Remove the emergency brake, spark plugs, right hand motor mount, and starter.
2. Raise the motor approximately 2 ½”. Work the main body of the header up from below, starting with the flange over the lip of the bellhousing and collector, angled toward the center of the car.
3. After the header is in position, replace the motor mount and lower the engine.
4. With the header still loose, bolt in the starter. Position the gasket and start the bolts in the main body of the header, but do not tighten at this time.
5. Install the slip tube and bolt the flange in place.
6. Tighten all bolts evenly (most restricted first).
7. Bolt the emergency brake bellcrank back in place and bend the top for ½” clearance on the header tube.
8. To connect the collector to the headers, purchase Hooker Reducer kit (P/N 11030HKR).
9. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.

**NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos (P/N 21005HKR or 21006HKR) and a universal tailpipe.

10. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

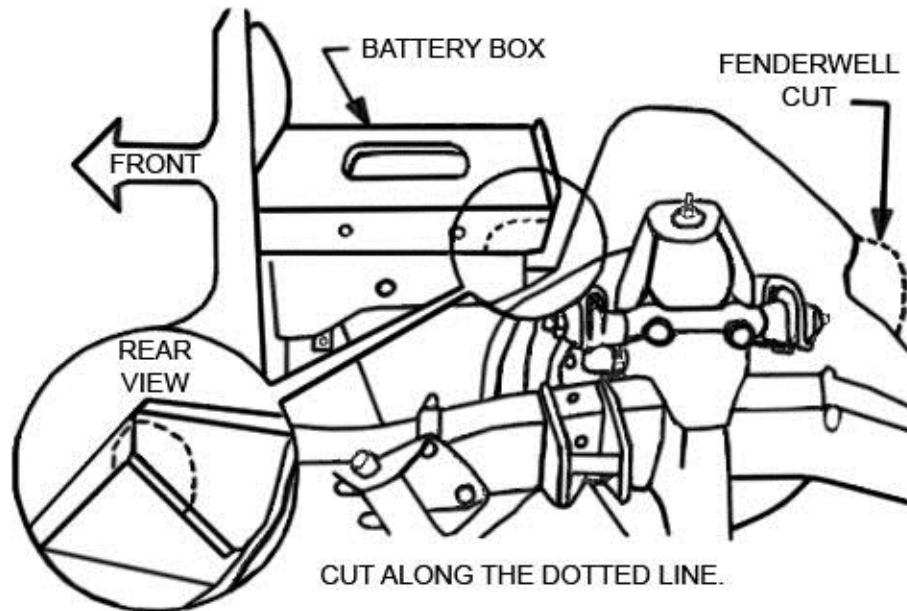


Figure A

**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.

HOKKER 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. HOKKER Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

**2140HKR**

**Revision Date: 12-15-14**