

PART NO. 2459 / 02459

HOOKER COMPETITION HEADER CHEVY/GMC VANS 307-350 CID

NOTE: 1) WILL NOT FIT AUTOMATIC OR MANUAL TRANSMISSIONS ON FLOOR.

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 ELECTRICAL SYSTEMS.
2. UNBOLT STOCK HEADPIPES FROM EXHAUST MANIFOLDS.
3. REMOVE SPARK PLUGS, STOCK EXHAUST MANIFOLD AND POWER STEERING MOUNTING BRACKETS (IF SO EQUIPPED).
4. STARTING FROM BELOW, WORK HEADER UP AND THROUGH CHASSIS INTO POSITION. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
NOTE: A) VANS EQUIPPED WITH POWER STEERING - REINSTALL POWER STEERING UNIT USING HOOKER POWER STEERING SPACER (FURNISHED) AND STOCK EXHAUST MANIFOLD BOLT. SEE ILLUSTRATION 'A'.
B) IF EQUIPPED WITH A SMOG PUMP, THE SMOG TUBES MUST BE REMOVED FROM STOCK MANIFOLD AND INSERTED IN SMOG BUSHINGS IN HEADER. SEE ILLUSTRATION 'B'.
5. TIGHTEN HEADER BOLTS EVENLY AND REPLACE SPARK PLUGS.

RIGHT SIDE

1. REMOVE STOCK HEADPIPE, STOCK EXHAUST MANIFOLD, SPARK PLUGS AND BOLTS FROM STARTER. PUSH STARTER AGAINST ENGINE OIL PAN. (TRIM TAB ON STARTER TO CLEAR #4 HEADER PIPE).
NOTE: SOME VEHICLES HAVE A TEMPERATURE SENDING UNIT IN THE RIGHT SIDE CYLINDER HEAD. IT IS VERY DELICATE; BE CAREFUL NOT TO DAMAGE IT.
2. STARTING FROM BELOW, WORK HEADER UP AND THROUGH CHASSIS INTO POSITION.
3. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
NOTE: IF EQUIPPED WITH A SMOG PUMP, THE SMOG TUBES MUST BE REMOVED FROM THE STOCK EXHAUST MANIFOLD AND INSERTED IN SMOG BUSHINGS OF HEADER. SEE ILLUSTRATION 'B'.
4. REPLACE STARTER.
5. TIGHTEN ALL BOLTS EVENLY.
NOTE: CAR WITH SMOG AIR PUMP CONNECTED TO THE STOCK EXHAUST SYSTEM WILL NEED TO WELD A PIECE OF 3/4" O.D. TUBE TO THE REDUCER OR COLLECTOR. FIRST, DRILL A HOLE IN COLLECTOR/REDUCERS, THEN WELD TUBE ACCORDING TO ILLUSTRATION 'C'. CUT OFF THE TUBE COMING OUT OF AIR PUMP SO THAT A LENGTH OF 3/4" I.D. NEOPRENE HOSE CAN BE SLIPPED OVER IT AND CONNECTED TO THE TUBE ON REDUCER OR COLLECTOR.
6. CONNECT HEADERS TO HEADPIPE USING PURCHASED HOOKER REDUCERS P/N 11025
NOTE: FINISH THE PERFORMANCE JOB YOUR HEADERS STARTED BY ADDING A HOOKER COMPETITION DUAL EXHAUST SYSTEM. LARGE 2 1/4" DIAMETER TUBING IS MANDREL BENT, NOT PRESS BENT. MANDREL BENDING MAINTAINS A CONSISTENT INSIDE DIAMETER FOR MAXIMUM FLOW; PRESS BENDING WILL CRUSH THE PIPE, EASILY REDUCING VOLUME BY MORE THAN 10%. OUR DUAL EXHAUST SYSTEM IS PERFECT WHEN USED IN CONJUNCTION WITH HOOKER SUPER COMPETITION TURBO #21105 OR HOOKER COMPETITION TURBO #21005. F
7. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE THAT ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE.

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.



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 OR SEND US \$4.00 AND WE'LL SEND YOU COMPETE INFORMATION PLUS HOOKER DECALS.

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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.

