



P/N 2149HKR (ceramic coated) SUPER COMPETITION FULL LENGTH HEADERS

1984-91 Corvette (350)

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: Fits 6-speed ZF transmissions and standard 5-speed.

NOTE: This header comes with accommodations for EGR, oxygen sensor, and air pump (smog tree welded to header).

NOTE: Does not fit with AFR 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

1. Disconnect the battery. Remove the spark plugs, spark plug heat shields, and spark plug wires.
2. Remove the headpipe from the exhaust manifolds to the catalytic converter.

RIGHT SIDE:

1. Remove the oil filter, dipstick tube, starter, A/C, exhaust manifold.
2. If your car is a 1986 ½ or later car (aluminum heads), drill a hole through the EGR tube into the headers on the R-4 tube.

NOTE: This header is set up to use the '87 and later bolt-on EGR tube. If your car is equipped with a clamp-on style tube, you will need to purchase P/N 10055728 from your local Chevrolet dealer.

3. Starting from below, work the header up into position. With the gasket in place, install the starter and header together. Start one (1) header bolt and both starter bolts.
4. Reinstall the dipstick tube and A/C brace, using the stock stud and tubular spacer (provided in accessory package).
5. Start the remaining header bolts and tighten all fasteners evenly (most restricted first).
6. Install the stock check valve and hoses to the smog tree on the header.

LEFT SIDE:

1. Remove the alternator brace, unplug the oxygen sensor wire, and remove the exhaust manifold.
2. If the clutch is hydraulic, leave the hose connected and remove the slave cylinder and shield from the bell housing.
3. Starting from below, work the header up into position. With the gasket in place, start one (1) header bolt.
4. Replace the clutch slave cylinder and shield.
5. Install the alternator bracket, using the stock stud and tubular spacer (provided in accessory package).
6. Start the remaining header bolts and tighten all fasteners evenly (most restricted first).
7. Install the stock check valve and hoses to the smog tree on the header.
8. Install the oxygen sensor into the fitting on the L-4 tube and reconnect the wire.
9. Replace the spark plugs and wires on both sides.
10. To connect the headers to the exhaust system, purchase Hooker Reducer kit (P/N 11030HKR).
11. Bolt the reducers (with gaskets) to the collectors using the bolts provided.
12. Trim the reducers back to the proper diameter, line up headpipes, cut to the correct length, and weld the reducers.
13. Connect the battery, start the engine, and check for leaks.
14. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
15. 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.

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.

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