

PART NO. 2240

CHEVY VEGA BIG BLOCK V-8 TRANSPLANT 396-454

- NOTE:**
- 1) _____
 - 2) WILL NOT FIT WITH POWER STEERING, POWER BRAKES OR AIR CONDITIONING.
 - 3) WILL NOT ACCOMMODATE AIR INJECTION TUBES IN MANIFOLD.
 - 4) REQUIRES REMOTE OIL FILTER CONVERSION (TRANS-DAPT, FRAM, ETC.)

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 ELECTRICAL SYSTEM DAMAGE. REMOVE SPARK PLUGS.
2. REMOVE STOCK EXHAUST MANIFOLD. SEE ILLUSTRATION 'D' FOR MODIFICATIONS OF STEERING COLUMN.
3. USING A BLOCK OF WOOD BETWEEN OIL PAN AND JACK, RAISE LEFT SIDE OF ENGINE AS FAR AS POSSIBLE.
4. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS.
5. LOCATE GASKET AND START BOLTS (MOST RESTRICTED FIRST). DO NOT TIGHTEN.
6. LOWER ENGINE SLOWLY INSURING HEADER IS STILL LOOSE AND NOT BINDING.
7. AFTER ENGINE IS LOWERED COMPLETELY, TIGHTEN ENGINE MOUNTS. TIGHTEN ALL HEADER BOLTS EVENLY.
8. INSTALL REMOTE OIL FILTER CONVERSION AND RUN LINES.

RIGHT SIDE

1. SPARK PLUGS, DIPSTICK TUBE, STARTER AND FRONT CROSSMEMBER MUST BE REMOVED.
2. RAISE RIGHT SIDE OF ENGINE 2'-3'.
3. WORK FRONT BODY (#1 & 2) UP FROM THE BOTTOM. AT THE SAME TIME WORK STARTER BACK INTO PLACE. REPLACE HEADER GASKET.
4. START ALL BOLTS IN FRONT BODY, BUT DO NOT TIGHTEN. LOWER ENGINE.
5. FOLLOW ILLUSTRATION 'A' TO CUT WHEEL WELL. AFTER CUTTING WHEEL WELL, INSURE THE BRAKE LINES ARE CLEAR. BEND BODY AS PER ILLUSTRATION 'B'.
6. WORK #4 TUBE INTO PLACE BUT DO NOT BOLT UP.
7. WITH #4 LOOSE WORK #3 INTO PLACE. INSTALL BOLTS AND TIGHTEN EVENLY.
8. FOLLOW ILLUSTRATION 'C' FOR MODIFICATION OF CROSSMEMBER.
9. REPLACE CROSSMEMBER, SPARK PLUGS AND DIPSTICK TUBE.
10. TIGHTEN MOTOR MOUNT BOLT.
11. CONNECT REDUCERS AND WELD TO EXHAUST SYSTEM.

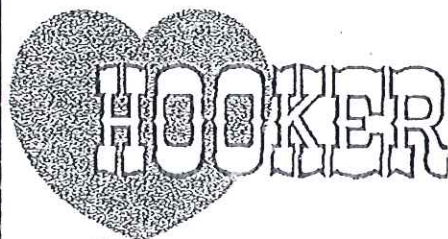
NOTE: A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21104, #21105 OR #21106; HOOKER COMPETITION TURBOS #21004, #21005 OR #21006 AND UNIVERSAL TAILPIPE ; #16215.

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

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;



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.

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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.

