

PART NO. 2954

CHEVROLET SMALL BLOCK WELD-UP KIT (283-400)

2956

CONGRATULATIONS! YOU HAVE JUST PURCHASED THE FINEST WELD-UP KIT AVAILABLE ON TODAY'S MARKET FOR THE SMALL BLOCK CHEVROLET IN A SPRINT CAR, SUPER MODIFIED, STREET ROADSTER OR BOAT WHERE READY MADE HEADERS ARE EITHER NOT AVAILABLE OR NOT DESIRED. THE ENTIRE OPERATION, WHILE NOT COMPLEX, WILL TAKE A CERTAIN AMOUNT OF TIME, BUT THE 'INSTANT' HORSEPOWER INCREASE AND 'TOTAL PERFORMANCE' FEELING YOUR HOOKER HEADERS PROVIDE WILL MORE THAN JUSTIFY YOUR EFFORTS.

#### BEFORE STARTING

WE SUGGEST READING ONCE THROUGH THE ENTIRE INSTRUCTION SHEET AND CLARIFYING ANY QUESTION THAT MIGHT ARISE BEFORE STARTING THE ASSEMBLY OF YOUR NEW HEADERS.

#### ASSEMBLY AND INSTALLATION PROCEDURE - PLEASE READ CAREFULLY

##### LEFT SIDE

1. BOLT SUB FLANGE TO CYLINDER HEAD WITH 3/8" X 1" ALLEN HEADED BOLT.
2. BOLT HEADER FLANGE TO SUB FLANGE WITH 5/16" X 3/4" BOLTS (SEE ILLUSTRATION 'A').
3. POSITION L-1 HEADER PIPE IN THE FRONT EXHAUST PORT OF FLANGE.
4. TRIM OR SHORTEN PIPE SO THE FIRST BEND IS THE DESIRED DISTANCE FROM THE ENGINE.  
**NOTE:** A) CLEARANCE MAY BE GAINED OR LOST BY CUTTING PIPE WHERE IT EXITS FROM EXHAUST PORT TO DESIRED LENGTH.  
B) CUT PIPE AT A SLIGHT ANGLE SO PIPE WILL FIT FLANGE PROPERLY.
5. PLACE A LEVEL ON STRAIGHT PART OF PIPE COMING OUT OF EXHAUST PORT. LEVEL HEADER PIPE AND TACK WELD IT TO HEADER FLANGE MAKING SURE THAT IT REMAINS LEVEL AT ALL TIMES.
6. MEASURE PIPE AND CUT THE END OFF AT DESIRED OVERALL LENGTH.
7. POSITION L-4 HEADER PIPE IN REAR EXHAUST PORT ON FLANGE.
8. TRIM OR SHORTEN PIPE SO THE FIRST BEND IS THE DESIRED DISTANCE FROM THE ENGINE.  
**NOTE:** A) L-4 HEADER PIPE WILL RUN PARALLEL AND JUST ABOVE HEADER PIPE L-1.  
B) CLEARANCE MAY BE GAINED OR LOST BY CUTTING PIPE WHERE IT EXITS FROM EXHAUST PORT TO DESIRED LENGTH.  
C) CUT PIPE AT A SLIGHT ANGLE SO PIPE WILL FIT FLANGE PROPERLY.
9. REPEAT STEP 5 FOR HEADER PIPE SO THE FIRST BEND IS THE DESIRED DISTANCE FROM THE ENGINE.  
**NOTE:** HEADER PIPE L-4 MUST BE CUT OFF EXACTLY EVEN WITH HEADER PIPE L-1.
10. POSITION THE L-2 HEADER PIPE SO THE FIRST BEND IS THE DESIRED DISTANCE FROM THE ENGINE..
11. TRIM OR SHORTEN PIPE SO THE FIRST BEND IS THE DESIRED DISTANCE FROM THE ENGINE.  
**NOTE:** A) HEADER PIPE L-2 WILL RUN PARALLEL WITH AND IN FRONT OF THE L-1 HEADER PIPE.  
B) CLEARANCE MAY BE GAINED OR LOST BY CUTTING PIPE WHERE IT EXITS FROM THE EXHAUST PORT TO DESIRED LENGTH.  
C) CUT PIPE AT SLIGHT ANGLE SO PIPE WILL FIT FLANGE PROPERLY.
12. REPEAT STEPS 5 FOR HEADER PIPE L-2.  
**NOTE:** HEADER PIPE L-2 MUST BE CUT OFF AT EXACTLY THE SAME LENGTH AS L-1 AND L-4.
13. POSITION HEADER PIPE L-3 IN THIRD EXHAUST PORT FROM THE FRONT OF THE ENGINE.
14. TRIM OR SHORTEN PIPE SO THE FIRST BEND IS DESIRED DISTANCE FROM THE ENGINE.  
**NOTE:** A) HEADER PIPE L-3 WILL RUN PARALLEL WITH AND BEHIND THE L-4 HEADER PIPE.  
B) CLEARANCE MAY BE GAINED OR LOST BY CUTTING PIPE WHERE IT EXITS FROM THE EXHAUST PORT TO DESIRED LENGTH.  
C) CUT PIPE AT A SLIGHT ANGLE SO PIPE WILL FIT FLANGE PROPERLY.
15. REPEAT STEP 5 FOR HEADER PIPE L-3.  
**NOTE:** HEADER PIPE L-3 MUST BE CUT OFF AT EXACTLY THE SAME LENGTH AS L-1, L-2 AND L-4.
16. MAKE SURE ALL FOUR PIPES ARE EXACTLY PARALLEL AT THE POINT WHERE THEY WILL ENTER THE COLLECTOR. POSITION STAR PROVIDED IN ACCESSORY PACK AND WELD HOLE BETWEEN ALL FOUR PIPES COMPLETELY SHUT AS PER ILLUSTRATION 'B'.
17. POSITION COLLECTOR ON HEADER PIPES AND TACK WELD IN PLACE.
18. REMOVE HEADER FROM ENGINE.
19. FORM TRANSITION IN COLLECTOR AND GAS WELD TO PIPES AROUND THE ENTIRE COLLECTOR.
20. WELD ALL PIPES TO HEADER FLANGE.  
**NOTE:** IF HELI-ARC IS NOT AVAILABLE, GAS WELD AROUND ENTIRE TUBE.
21. REMOVE THE SUB PLATE FROM ENGINE AND GRIND SUB PLATE PORTS TO EXACTLY MATCH THE EXHAUST PORTS OF THE ENGINE.
22. POSITION SUB PLATE GASKET AND SUB PLATE ON ENGINE. START AND TIGHTEN ALL BOLTS.
23. POSITION HEADER GASKET AND COMPLETED HEADER ON ENGINE. START AND TIGHTEN ALL BOLTS.



*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.

**RIGHT SIDE**

1. REPEAT OPERATION 1 THROUGH 23 BEGINNING WITH HEADER PIPE R-1 AND USING ILLUSTRATIONS PROVIDED.

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: HOOKER HEADERS, 1-800-464-6553.

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

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