P/N 2171HKR (painted) & 2171-1HKR (ceramic coated)
SUPER COMPETITION FULL LENGTH HEADERS
1958-64 Chevy Belair 348-409

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: Will not fit with air conditioning, power brakes, or power steering.

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.
2. Remove the clutch linkage, oil filter, dipstick tube, generator/alternator bracket, and exhaust manifold.

NOTE: It will be necessary to replace the stock oil filter with a spin on filter and adapter.

3. Remove the L-1 slip tube from the header and install the main body of the header.

NOTE: On certain models it may be necessary to modify some frame support for clearance on L-2 tube.

4. Install gasket and start header bolts, but do not tighten.
5. Replace oil dipstick tube and starting from above; install the L-1 slip tube. Install the remaining header bolts and tighten all bolts evenly.
6. Reinstall the clutch linkage and generator/alternator bracket. Fabricate a rear support brace for the generator/alternator.
7. Purchase and install a spin on oil filter and adapter.

RIGHT SIDE:

1. Remove the starter, headpipe, and exhaust manifold.
2. Remove the R-1 slip tube from the header and starting from below; work the main body of the header up through the chassis into place. While the header is still loose, replace the starter.
3. Install the gasket and start the header bolts, but do not tighten.

NOTE: On certain models it may be necessary to modify the body pinch weld on the firewall to clear the R-4 tube.

4. Bend the rear corner of the inner fender panel away from the frame approximately 1 ½" or until the R-1 header tube can fit through without hitting.
5. Starting from above, install the R-1 slip tube down into place. Start the remaining header bolts and tighten all bolts evenly.
6. To connect the collector to the headers, purchase Hooker Reducer kit (P/N 11030HKR).
7. Bolt the reducers (with gasket) to the collectors, line up the headpipes, cut to the correct length, and weld to the reducers.
8. 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 either Hooker Super Competition Turbo Mufflers (P/N 21105HKR, or 21106HKR); Hooker Competition Turbos (P/N 21004HKR, 21005HKR, or 21006HKR).

9. 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-GOHOLLEY 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.

HOOKER 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. HOOKER Headers have not received an exemption from these code sections and are to 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 the regulated motor vehicles – check catalog listings to ensure 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.

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