

PART NO. 2217 & 2250 BLK
2217-1 METALLIC CERAMIC

CHEVY CHEVELLE / EL CAMINO 396-454
GMC SPRINT/WAGONS 396-454

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 THE ELECTRICAL SYSTEM.
2. UNBOLT STOCK HEADPIPES FROM EXHAUST MANIFOLDS AND PUSH ASIDE.
3. REMOVE SPARK PLUGS, EXHAUST MANIFOLD, HEAT SHIELD FROM MOTOR MOUNT AND CLUTCH LINKAGE (IF EQUIPPED WITH MANUAL TRANSMISSION).
NOTE: LATE 72-74 CHEVELLES/EL CAMINOS - REMOVE FRAME SUPPORT ROD. IT WILL NOT BE USED.
4. REMOVE CENTER BOLT FROM MOTOR MOUNT AND RAISE ENGINE APPROXIMATELY 2". BE SURE TO USE A BOARD BETWEEN OIL PAN AND JACK.
NOTE: LATE 72-74 CHEVELLES/EL CAMINOS - REMOVE AND MODIFY MOTOR MOUNT AS SHOWN IN ILLUSTRATION "A".
5. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION. LOWER ENGINE AND REPLACE MOTOR MOUNT BOLT.
6. POSITION GASKET AND START ALL BOLTS.
7. TIGHTEN ALL BOLTS EVENLY.
8. REPLACE SPARK PLUGS AND CLUTCH LINKAGE (IF REMOVED).
9. IF CAR IS EQUIPPED WITH AIR CONDITIONING WITH THE COMPRESSOR MOUNTED ON LEFT SIDE, SEE ILLUSTRATIONS "B" OR "C" (69-72, ILLUSTRATION "B"; 73-74, ILLUSTRATION "C").
10. 1968 CHEVELLES/EL CAMINO EQUIPPED WITH POWER STEERING REQUIRED A SPACER TO BE FABRICATED (SEE ILLUSTRATION "D").

RIGHT SIDE

1. REMOVE SPARK PLUGS, DIPSTICK TUBE AND STOCK EXHAUST MANIFOLD.
NOTE: LATE 72-74 CHEVELLES/EL CAMINOS - REMOVE THE FRAME SUPPORT ROD.
NOTE: 73-74 CHEVELLE/EL CAMINO ONLY - DUE TO NARROWER CHASSIS AND USE OF LARGE DIAMETER TUBING, RIGHT HEADER PIPE (R-1) MUST BE DENTED SLIGHTLY TO INSURE SUFFICIENT CLEARANCE. THIS MODIFICATION WILL NOT AFFECT PERFORMANCE (SEE ILL. "E").
NOTE: 73-74 CHEVELLE/EL CAMINO MODELS ONLY - TRIM A-FRAME BOLTS AS SHOWN IN ILLUSTRATION "F".
2. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION.
3. POSITION GASKET AND START ALL BOLTS.
NOTE: 73-74 CHEVELLE/EL CAMINO MODELS ONLY - CHECK AREA DENTED FOR ADEQUATE CLEARANCE.
4. TIGHTEN ALL BOLTS.
5. MODELS EQUIPPED WITH AUTOMATIC TRANSMISSION, CHECK TO BE SURE COOLER LINES DO NOT COME IN CONTACT WITH HEADER TUBES. REROUTE AS NECESSARY.
6. REPLACE SPARK PLUGS AND DIPSTICK TUBE.
NOTE: LATE 72-74 CHEVELLE/EL CAMINO MODELS ONLY - MODIFY FRAME SUPPORT ROD AND REINSTALL (SEE ILLUSTRATION "G").
7. ON 1968 CHEVELLE/EL CAMINO MODELS EQUIPPED WITH AIR CONDITIONING, USE ON BOLT FROM THE STOCK EXHAUST MANIFOLD TO MOUNT THE COMPRESSOR BRACKET. A SPACER MUST BE FABRICATED (SEE ILLUSTRATION "H").
- 8.
9. TO CONNECT COLLECTORS TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11035.
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; UNIVERSAL TAILPIPE #16215.
10. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.



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.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1024 WEST BROOKS STREET, ONTARIO, CALIFORNIA 91762, OR PHONE (909) 983-5871. THANK YOU.

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 COMPLETE 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.

