



2300HKR (Painted)
2301HKR (Ceramic)
2302HKR (Polished Stainless)
2303HKR (Chrome)
SUPER COMPETITION BLOCK HUGGER HEADERS

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. The SUPER COMPETITION BLOCK HUGGER HEADER is great for a custom car, truck, or street rod where a specific fit tuned super competition header is not available. They work great for those tight-fit installations with Chevy small block straight plug engines when the frame rails are close to the engine block.

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

If your vehicle must be raised, 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. Remove the spark plugs and cast iron exhaust manifolds (if equipped).

NOTE: One header will fit either side – no right or left side header.

NOTE: If your vehicle is equipped with the late model factory safety shell motor mounts, the left side will have to be trimmed for collector clearance. The right side should be okay.

2. Position the header flange gasket and header. Start all bolts (most restricted first). Tighten all bolts evenly.
3. Replace the spark plugs. At this time, check the brake lines, fuel lines, wires, hose, etc. Reroute these, if necessary, for adequate clearance.
4. Periodic re-tightening of header bolts is recommended.

NOTE: A dual exhaust system can be fabricated using either Hooker super comp turbo mufflers: 21104HKR, 21105HKR, or 21106HKR; Hooker comp turbo mufflers: 21004HKR, 21005HKR, or 21006HKR; and universal headpipe (16215HKR). Header type mufflers do not require reducers.

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, 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 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.