HOOKER® HEADERS

A Holley Performance Brand

SUPER COMP & COMP HEADERS — 4-37 PAGES

- **NEW** Street Force® Emission Compatible - (pg.4)
- **NEW** Truck Force® Emission Compatible - (pg.5)
- Comp Headers (pgs.6-10)
- Vibratory polished stainless - (pg. 11)
- Super Comp Full length - pass. car (pgs.12-19)
- Super Comp Truck Full Length - 2WD (pgs.19-21)
- Super Comp Truck Full Length - 4WD (pgs.22,23)
- Super Comp Van/motorhome Full Length (pg.23)
- Super Comp Engine swap (pgs.24-27)
- Super Comp Block hugger (pg.30)
- Super Comp Sidemount (pg.31)
- Super Comp Roadster (pg.32)
- Super Comp Race - adjustable (pgs.33-35)
- Super Comp Race - weld-up (pg.36)
- Super Comp Race - circle track (pg.37)
- Super Comp Race - tractor pull (pg.37)

EXHAUST SYSTEMS — 38-40,47

- Competition Exhaust Systems (pg.38)
- Super Competition Dual Systems (pg.39)
- **NEW** Truck Force® Diesel Truck Systems (pg.40)
- **NEW** Street Force® Cat-backs (pg.47)

MUFFLERS — 41-46,48,51-53

- Aero Chamber (pgs.41-43)
- Maximum Flow (pgs.44,45)
- Turbo (pg.46)
- Tuned Flow (pg.48)
- Universal Elite & Turnout (pg.51)
- Sidemounts (pgs.52,53)

EXHAUST TIPS — 49,50

- Large bore (pg.49)
- Elite Tip (pg.50)

ALL YOU NEED TO KNOW IS WHERE TO GO!

CHROMWERK

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INTRODUCTION

EMISSION CODES & INTRO INFORMATION

Hooker and other manufacturers have developed a program whereby all emission-sensitive products can be identified by placing color-coded & numbered labels on product packaging and listing corresponding numeric codes next to each part number. The color coded corresponding numbers and explanations are as follows:

GREEN

The product accompanying this document has been granted a California Air Resources Board (CARB) exemption, an "EO" number, or is a direct or consolidated replacement part. It is 50-state legal, per the manufacturer's application guide.

BLUE

The manufacturer of the product accompanying this document represents that it has not been found, nor is believed to be, unlawful for use under provisions of the Clean Air Act, per the manufacturer's application guide. This product is not legal for sale or use in the State of California (or in states which have adopted California emission standards) except on pre-emission-controlled motor vehicles/motor vehicle engines (pre-1974 model year).

AMBER

The product accompanying this document is legal only for off-highway use (except in California or states that have adopted California emission standards), racing use or for use on pre-emission-controlled motor vehicles/motor vehicle engines (pre-1974 domestic vehicles certified to California standards, pre-1974 domestic vehicles certified to federal standards and all pre-1974 foreign vehicles), per the manufacturer's application guide.

THE WORLD'S BEST HEADER!

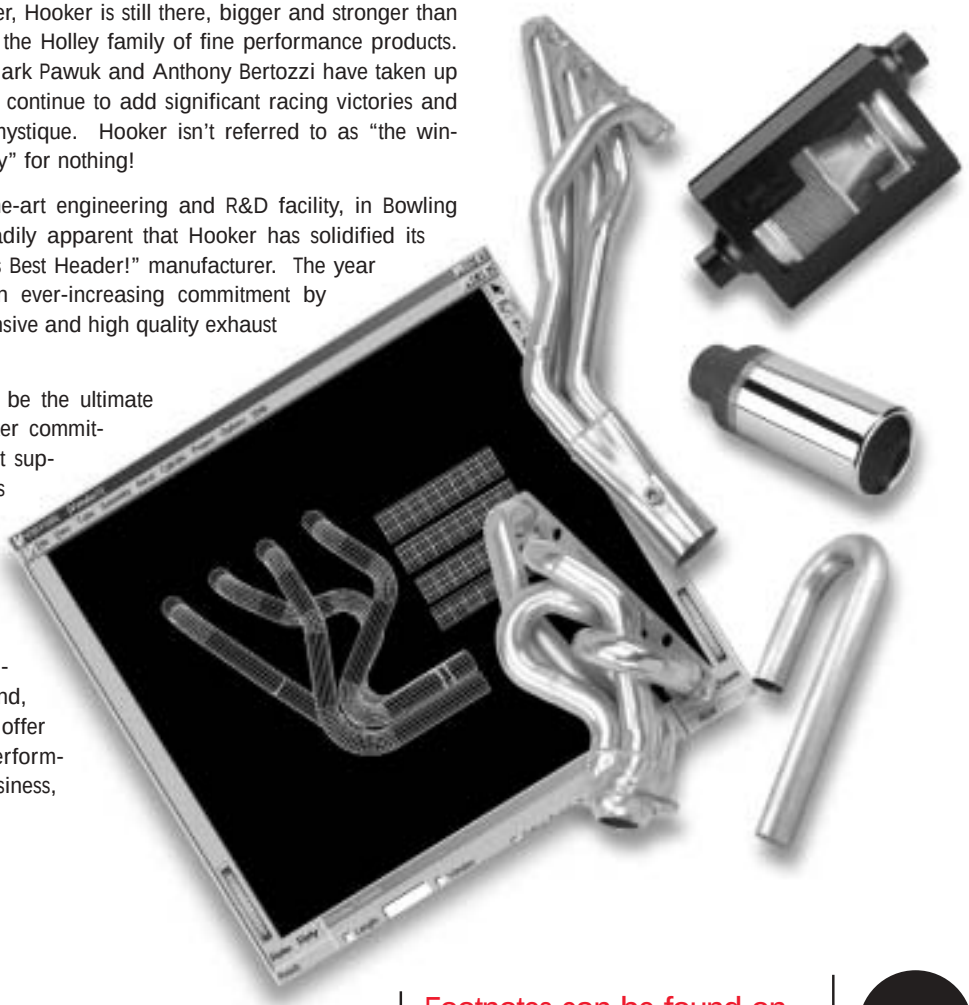
It's a tall statement, but true. The fact of the matter is that Hooker has been in the business of making the best headers since the 1960s. From the heyday of the factory Super Stock teams such as Sox and Martin, Bob Glidden, Arnie Beswick, Dave Strickler, Arlen Vanke, Grumpy Jenkins, and a host of other names that literally were household names back then, Hooker was there.

HOOKER HEADERS
A Holley Performance Brand

Hooker honed its teeth on the first of the factory big block muscle cars, making premium quality headers for the street, strip and oval track. From this auspicious beginning, Hooker branched its product line out to include headers and exhaust systems to include many "non-race" applications such as RVs, tow vehicles, off-road vehicles and many daily-drivers.

Today, four decades later, Hooker is still there, bigger and stronger than ever, and a member of the Holley family of fine performance products. Noted racers such as Mark Pawuk and Anthony Bertozzi have taken up the Hooker banner and continue to add significant racing victories and laurels to the Hooker mystique. Hooker isn't referred to as "the winningest header in history" for nothing!

Factor in the state-of-the-art engineering and R&D facility, in Bowling Green, KY, and it's readily apparent that Hooker has solidified its position as the "World's Best Header!" manufacturer. The year will continue to see an ever-increasing commitment by Hooker to offer an extensive and high quality exhaust product line.



You, our customer, will be the ultimate benefactor of the Hooker commitment. Just as your past support for Hooker products was earned by their features, quality and performance, so will your current and future support of Hooker products be based. To this end, Hooker will continue to offer THE BEST exhaust performance products in the business,

Period.

STREET FORCE & TRUCK FORCE

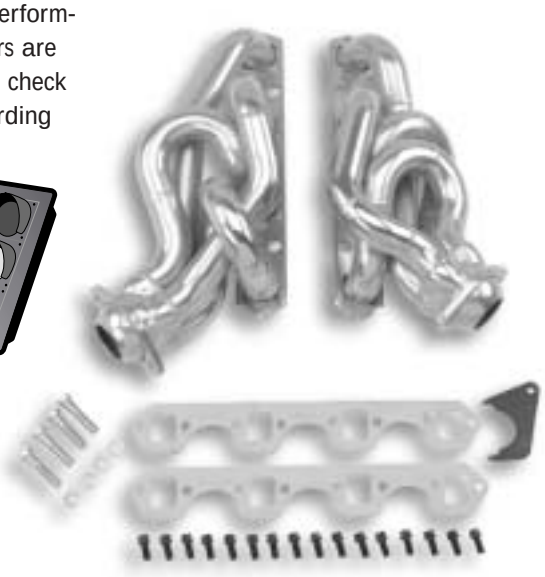
FORD, GM, DODGE, JEEP & TOYOTA

STREET FORCE CAR HEADERS

Hooker Street Force Headers are designed to be a high performance alternative to the stock O.E. manifolds. These headers are built to accommodate all emission control devices. Please check your application in this section for more information regarding emissions legality.

HOOKER STREET FORCE®

NEW!



YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
FORD																
MUSTANG																
86-93	255-302W	**6128HKR**	**6128-1HKR**	1	4,25,49,90,169	Y	Y	Y	N	Y	N	Y	1⅝	3	3	SAP
86-93	255-302W	**6129HKR**	**6129-1HKR**	1	4,49,64,90,169	Y	Y	Y	N	Y	N	Y	1⅝	3	3	SAP
86-93	255-302W	**6132HKR**	**6132-1HKR**	1	4,35,49,169	Y	Y	Y	N	Y	N	Y	1⅝	3	3	SAP
94-95	255-302W	**6131HKR**	**6131-1HKR**	1	4,35,49,71,90,169	Y	Y	Y	N	Y	N	Y	1⅝	3	3	SAP
94-95	351W	**6133HKR**	**6133-1HKR**	3	4,57,68,90	Y	Y	Y	N	Y	N	Y	1⅝	3	3	SAP
GENERAL MOTORS																
CAMARO / FIREBIRD																
86-90	305-350	**2055HKR**	**2055-1HKR**	1	62,173,215	Y	Y	Y	N	Y	N	Y	1⅝	3	3	SAP
93	350 LT-1	**2060HKR**	**2060-1HKR**	1	62,171,215	Y	Y	Y	N	Y	N	Y	1⅝	2½	5	SAP
94-95	350 LT-1	**2062HKR**	**2062-1HKR**	1	62,90,171,215	Y	Y	Y	N	Y	N	Y	1⅝	2½	5	SAP
95-97	350 LT-1	**2064HKR**	**2064-1HKR**	1	62,90,215	Y	Y	Y	N	Y	N	Y	1⅝	2½	5	SAP
98	350 LS-1	**2077HKR**	**2077-1HKR**	1	215	Y	Y	Y	N	Y	N	Y	1⅝	2¼	3	RD
CORVETTE																
92-95	350 LT-1	**2061HKR**	**2061-1HKR**	1	62,170,215	Y	Y	Y	N	Y	N	Y	1¾	3	1½	REC
97-98	350 LS-1	**2076HKR**	**2076-1HKR**	1	215	Y	Y	Y	N	Y	N	Y	1⅝	3		SAP
CHEVELLE, MALIBU, MONTE CARLO, EL CAMINO, CABALLERO, SPRINT, WAGONS																
83-88	305 LG-4	**2049HKR**	**2049-1HKR**	1	62,90,179,215	Y	Y	Y	N	Y	Y	Y	1⅝	2½	5	SAP
83-88	305 L-69	**2050HKR**	***2050-1HKR**	1	62,111,179,215	Y	Y	Y	N	Y	Y	Y	1⅝	3	3	SAP
IMPALA SS																
94-96	350 LT-1	**2063HKR**	**2063-1HKR**	1	62,215	Y	Y	Y	N	N	Y	Y	1¾	3	3	REC

For additional header applications see Engine Swap Section on pages 24-27

TRUCK FORCE 2WD & 4WD HEADERS

Hooker Truck Force Headers are designed to be a high performance alternative to the stock O.E. manifolds on 2 wheel & 4 wheel drive trucks. These headers are built to accommodate all emission control devices. Please check your application in this section for more information regarding emissions legality.

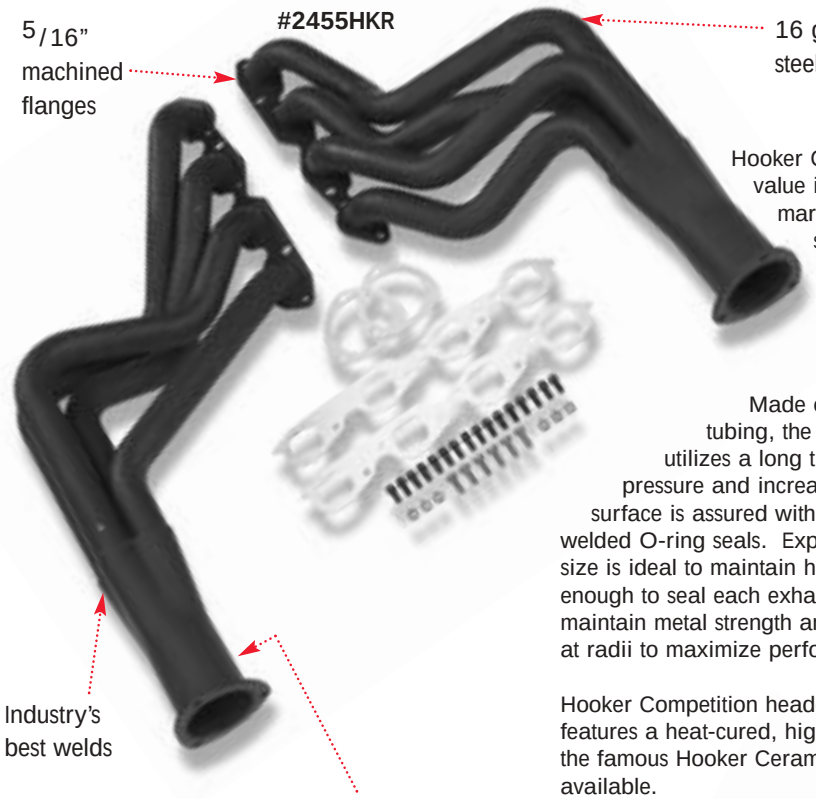
NEW LOWER PRICING!

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	TRANSMISSION STANDARD/AUTO P/S	P/B	A/C	COL	FL	COL	FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
GENERAL MOTORS																
1500, 2500, 3500 TRUCKS - BLAZER, JIMMY, YUKON, SUBURBAN, 1-TON CREW CAB, TAHOE 2 DOOR																
92-95	305-350	**2065HKR**	***2065-1HKR**	1	179,205,206,207,215,251	Y	Y	Y	N	N	Y	Y	1 5/8	3	3	SAP
92-95	305-350	**2075HKR**	**2075-1HKR**	1	205,207,215	Y	Y	Y	N	N	Y	Y	1 5/8	3	3	SAP
96-97	305-350	**2026HKR**	**2026-1HKR**	1	215,235	Y	Y	Y	N	Y	Y	N	1 5/8	2 1/4	5	SAP
96-98	454	**2021HKR**	***2021-1HKR**	1	215	Y	Y	Y	N	Y	Y	N	1 3/4	2 1/2	3	SAP
96-00	5.7L	**2081HKR**	**2081-1HKR**	3	35,170,274	Y	Y	Y	N	Y	Y	N	1 1/2	O.E.	O.E.	SAP
98-00	5.7L	**2084HKR**	***2084-1HKR**	3	94,170,276	Y	Y	Y	N	Y	Y	N	1 1/2	O.E.	O.E.	SAP
99-02	4.8L,5.3L	**2080HKR**	***2080-1HKR**	3	35,170,273	Y	Y	Y	N	Y	Y	N	1 5/8	O.E.	O.E.	SAP
99-02	6.0L	**2082HKR**	**2082-1HKR**	3	35,170,274	Y	Y	Y	N	Y	Y	N	1 5/8	O.E.	O.E.	SAP
02	4.8L,5.3L	**2083HKR**	***2083-1HKR**	3	170,275	Y	Y	Y	N	Y	Y	N	1 5/8	O.E.	O.E.	SAP
DODGE																
1500, 2500/3500, D-100, D-200, D-300, RAM TRUCKS																
83-93 Pick-up	5.2L-5.9L	**5012HKR**	**5012-1HKR**	3	220,222,227	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
NEW 03 1500	5.7L HEMI-4x2,4x4	**5013HKR**	**5013-1HKR**	3	170,272	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
NEW 04-05 1500	5.7L HEMI-4x2,4x4	**5015HKR**	**5015-1HKR**	3	170,272	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
NEW 03 2500/3500	5.7L HEMI-4x2,4x4	**5017HKR**	**5017-1HKR**	3	170,272	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
NEW 04-05 2500/3500	5.7L HEMI-4x2,4x4	**5018HKR**	**5018-1HKR**	3	170,272	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
DAKOTA, DURANGO,RAM																
96-03 Dakota, Durango, Ram	5.2L-5.9L	**5014HKR**	**5014-1HKR**	3	170	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
00-03 Dakota, Durango	4.7L	**5016HKR**	**5016-1HKR**	3	170	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
FORD																
F-150, F-250, F-350																
86-96	302 EFI	**6050HKR**	**6050-1HKR**	3	4,49,90,189	Y	Y	Y	Y	Y	Y	Y	1 5/8	3	3	SAP
88-96	351W	**6843HKR**	**6843-1HKR**	3	90,113,168,218	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
97-99	5.4L	**6854HKR**	**6854-1HKR**	3	235	Y	Y	Y	N	Y	Y	N	1 5/8	3	3	SAP
F-150, F-250, EXPEDITION - except HD																
NEW 97-02	4.6L	**6855HKR**	**6855-1HKR**	3	35,170	Y	Y	Y	N	Y	Y	N	1 1/2	O.E.	O.E.	SAP
NEW 97-02	5.4L	**6856HKR**	**6856-1HKR**	3	35,170,257	Y	Y	Y	N	Y	Y	N	1 1/2	O.E.	O.E.	SAP
JEEP																
WRANGLER																
91-99	4.0L	**9851HKR**	***9851-1HKR**	3		Y	Y	Y	N	Y	Y	N	1 1/2	2 1/2	6	SAP
TOYOTA																
TUNDRA, SEQUOIA																
NEW 00-04 Tundra	4.7L	**7010HKR**	**7010-1HKR**	3	170	Y	Y	Y	N	Y	Y	N	1 1/2	2 1/2	6	SAP
NEW 02-03 Sequoia	4.7L	**7010HKR**	**7010-1HKR**	3	170	Y	Y	Y	N	Y	Y	N	1 1/2	2 1/2	6	SAP

COMPETITION HEADERS

THE LOW-COST WAY TO HIGH PERFORMANCE.

#2455HKR

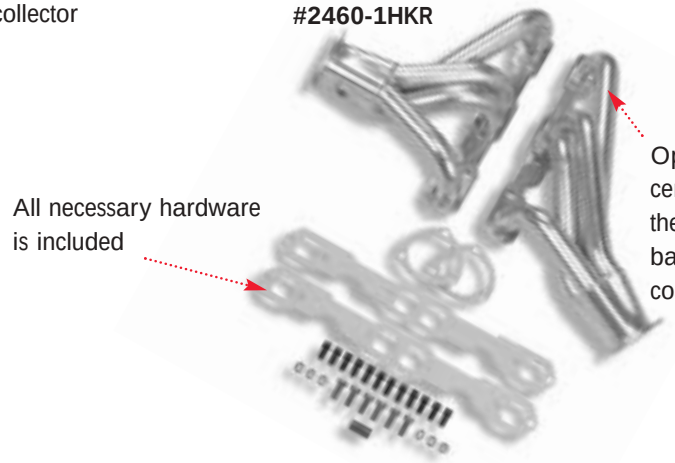


Hooker Competition headers offer the best value in the high performance header market. Designed for the value-conscious buyer who is running either a "stock" or "mildly-modified" engine, Hooker Competition headers offer premium features at a very competitive price.

Made of durable 16 gauge mild steel tubing, the Hooker Competition header design utilizes a long transition collector to reduce back pressure and increase exhaust flow. A perfect sealing surface is assured with the 5/16" machined flanges, with welded O-ring seals. Experience has proven that this flange size is ideal to maintain header integrity and be pliable enough to seal each exhaust port. Tubing is mandrel-bent to maintain metal strength and provide consistent tube diameter at radii to maximize performance.

Hooker Competition headers have a standard finish that features a heat-cured, high-heat-resistant paint. Optionally, the famous Hooker Ceramic Thermal Barrier Coating is available.

#2460-1HKR



For additional header applications see Engine Swap Section on pages 24-27

COMPETITION HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	TRANSMISSION STANDARD/ AUTO P/S	P/B	A/C	COL	FL	COL	FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
AMERICAN MOTORS																	
GREMLIN X, HORNET SC																	
72-76	260-401	**7901HKR**	**7901-1HKR**		◇1	4	Y	Y	Y	N	Y	Y	Y	1⅝x30	3	8	REC
JAVELIN, AMX																	
68-74	260-401	**7901HKR**	**7901-1HKR**		◇1	4	Y	Y	Y	N	Y	Y	Y	1⅝x30	3	8	REC
MATADOR																	
74-76	260-401	**7901HKR**	**7901-1HKR**		◇1	4	Y	Y	Y	N	Y	Y	Y	1⅝x30	3	8	REC
SPIRIT																	
79	304	**7901HKR**	**7901-1HKR**		◇1	4	Y	Y	Y	N	Y	Y	Y	1⅝x30	3	8	REC
CHEROKEE, PICKUPS, WAGONEER																	
71-79	304-401	**9402HKR**	***9402-1HKR**		◇1	4,90	Y	Y	Y	Y	Y	Y	Y	1⅝x23	2½	8	REC
JEEP CJ5, 6, 7																	
72-80	304-401	**9401HKR**	**9401-1HKR**		◇1	4,84,90,141	Y	Y	Y	N	Y	Y	N	1⅝x28	3	8	REC
72-80	304-401	**9403HKR**	**9403-1HKR**		◇1	4	Y	Y	Y	N	Y	Y	N	1⅝x23	2½	8	REC
BUICK																	
REGAL																	
78-87	265-400CH	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	Y	N	N	Y	Y	1⅝x30	3	8	SAP
78-87	283-400CH	**2466HKR**	**2466-1HKR**		◇1	62,111,241,242	Y	Y	9	N	N	Y	Y	1⅝	3		SAP
CHEVROLET / GMC																	
PASSENGER, WAGON - (FULL SIZE)																	
55-57	265-400	**2458HKR**	**2458-1HKR**		◇1	4,21,127,206,232	Y	Y	N	Y	Y	Y	Y	1⅝x30	3	8	SAP
65-70	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	Y	Y	Y	Y	1⅝x30	3	8	SAP
71-89	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	N	N	Y	Y	1⅝x30	3	8	SAP
71-94	283-400	**2466HKR**	**2466-1HKR**		◇1	62,111,241	Y	Y	9	N	N	Y	Y	1⅝	3		SAP
65-70	396-502	**2457HKR**	**2457-1HKR**		◇1	4,90	Y	Y	Y	Y	Y	Y	Y	2x27	3½	10	SAP
71-74	396-502	**2455HKR**	**2455-1HKR**	**2455-2HKR**	◇1	4,90,266	Y	Y	Y	N	N	Y	N	2x30	3½	10	SAP
CHEVELLE, EL CAMINO / CABALLERO, SPRINT																	
64-87	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	Y	Y	Y	Y	1⅝x30	3	8	SAP
64-87	283-400	**2466HKR**	**2466-1HKR**		◇1	62,111,241,242	Y	Y	9	N	N	Y	Y	1⅝	3		SAP
64-74	396-502	**2455HKR**	**2455-1HKR**	**2455-2HKR**	◇1	4,90	Y	Y	Y	Y	Y	Y	Y	2x30	3½	10	SAP
MONTE CARLO																	
70-87	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	N	N	Y	Y	1⅝x30	3	8	SAP
70-87	283-400	**2466HKR**	**2466-1HKR**		◇1	62,111,241,242	Y	Y	9	N	N	Y	Y	1⅝	3		SAP
70-74	396-502	**2455HKR**	**2455-1HKR**	**2455-2HKR**	◇1	4,90,266	Y	Y	Y	N	N	Y	Y	2x30	3½	10	SAP
CHEVY II, NOVA																	
68-79	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	Y	Y	Y	Y	1⅝x30	3	8	SAP
68-79	283-400	**2466HKR**	**2466-1HKR**		◇1	62,111,241,242	N	Y	N	N	N	Y	Y	1⅝	3		SAP
68-74	396-502	**2457HKR**	**2457-1HKR**		◇1	4,90,184	Y	Y	Y	Y	Y	Y	Y	2x30	3½	10	SAP
CAMARO																	
67-69	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	N	Y	Y	Y	1⅝x30	3	8	SAP
67-69	396-502	**2457HKR**	**2457-1HKR**		◇1	4,90,184	Y	Y	Y	N	Y	Y	Y	2x27	3½	10	SAP
67-81	283-400	**2466HKR**	**2466-1HKR**		◇1	62,111,241,242	Y	Y	N	N	N	Y	Y	1⅝	3		SAP
70-81	265-400	**2451HKR**	**2451-1HKR**	**2451-2HKR**	◇1	2,4,90,117,127	Y	Y	9	N	Y	Y	Y	1⅝x30	3	8	SAP
82-92	265-400	**2460HKR**	**2460-1HKR**	**2460-2HKR**	◇1	2,4,62,92,252	Y	Y	Y	N	Y	N	Y	1⅝	3	4	SAP
82-92	Mid-length F-body		**16767HKR**		◇1	256	Y-pipe for 2460HKR										
70-72	396-502	**2455HKR**	**2455-1HKR**	**2455-2HKR**	◇1	4,90,148	Y	Y	Y	N	Y	N	Y	2x30	3½	10	SAP
CORVETTE																	
55-82	265-400	**2456HKR**	**2456-1HKR**		◇1	22,127,133	Y	Y	9	N	Y	N	Y	1⅝x24	3	8	SAP

COMPETITION
CHEVROLET/GMC, DODGE/PLYMOUTH & FORD/MERCURY

COMPETITION HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
BLAZER, SUBURBAN / JIMMY, CARRYALL, YUKON, 1-TON CREW CAB (2WD)																	
69-72	265-400	**2452HKR**	**2452-1HKR**	**2452-2HKR**	3	2,53,117,127,253	Y	Y	Y	Y	Y	Y	N	1⅝x27	2½	8	SAP
73-91	265-400	**2452HKR**	**2452-1HKR**	**2452-2HKR**	3	2,53,117,127,253	Y	Y	Y	Y	Y	Y	N	1⅝x27	2½	8	SAP
92-96	265-400	**2462HKR**	**2462-1HKR**	**2462-2HKR**	3	4,90,92	Y	Y	Y	N	N	Y	N	1⅝x31	2½	8	SAP
73-91	396-502	**2454HKR**	**2454-1HKR**	**2454-2HKR**	3	4,90	Y	Y	Y	N	Y	Y	N	1⅝x31	2½	8	SAP
92-95	396-502	**2461HKR**	**2461-1HKR**		3	4,90,92	Y	Y	Y	N	N	Y	N	1¾x30	3	8	SAP
S-10, BLAZER / S-15, JIMMY (2WD)																	
88-93	V-6 4.3L	**2464HKR**	**2464-1HKR**		3	4	Y	Y	Y	Y	Y	Y	Y	1 1/2x27	2 1/2	5 1/2	SAP
1/2, 3/4, 1 TON TRUCK (2WD)																	
63-72	265-400	**2452HKR**	**2452-1HKR**	**2452-2HKR**	3	2,53,117,127,253	Y	Y	Y	Y	Y	Y	N	1⅝x27	2½	8	SAP
73-87	265-400	**2452HKR**	**2452-1HKR**	**2452-2HKR**	3	2,53,117,127,253	Y	Y	Y	Y	Y	Y	N	1⅝x27	2½	8	SAP
68-87	396-502	**2454HKR**	**2454-1HKR**	**2454-2HKR**	3	4,90,130	Y	Y	Y	N	Y	Y	N	1¾x30	3	8	SAP
1500, 2500, 3500 TRUCK (2WD)																	
88-98	265-400	**2462HKR**	**2462-1HKR**	**2462-2HKR**	3	4,90,92	Y	Y	Y	N	N	Y	N	1⅝x31	2½	8	SAP
92-95	396-502	**2461HKR**	**2461-1HKR**		3	4,90,92	Y	Y	Y	N	N	Y	N	1¾x30	3	8	SAP
BLAZER / JIMMY, YUKON, TAHOE 2DR (4WD)																	
69-72	265-400	**2453HKR**	**2453-1HKR**		3	2,117,127	Y	Y	9	N	Y	Y	N	1⅝x27	2½	8	SAP
73-91	265-400	**2453HKR**	**2453-1HKR**		3	2,117,127	Y	Y	9	N	Y	Y	N	1⅝x27	2½	8	SAP
92-96	265-400	**2462HKR**	**2462-1HKR**	**2462-2HKR**	3	4,90,92	Y	Y	Y	N	N	Y	N	1⅝x31	2½	8	SAP
69-91	396-502	**2463HKR**	**2463-1HKR**		3	4,117,121	Y	Y	Y	N	Y	Y	N	1¾x31	3	8	SAP
S-10, BLAZER / S-15, JIMMY (4WD)																	
88-93	V-6 4.3L	**2465HKR**	***2465-1HKR**		3	4	Y	Y	Y	N	Y	Y	N	1 1/2x30	2½	8	SAP
1/2, 3/4, 1 TON TRUCK (4WD)																	
67-72	265-400	**2453HKR**	**2453-1HKR**		3	2,4,90,127	Y	Y	9	N	Y	Y	N	1⅝x27	2½	8	SAP
73-87	265-400	**2453HKR**	**2453-1HKR**		3	2,117,127	Y	Y	9	N	Y	Y	N	1⅝x27	2½	8	SAP
69-87	396-502	**2463HKR**	**2463-1HKR**		3	4,117,121	Y	Y	Y	N	Y	Y	N	1¾x31	3	8	SAP
1500, 2500, 3500 TRUCK (4WD)																	
88-98	265-400	**2462HKR**	**2462-1HKR**	**2462-2HKR**	3	4,90,92	Y	Y	Y	N	N	Y	N	1⅝x31	2½	8	SAP
92-95	396-502	**2461HKR**	**2461-1HKR**		3	4,90,92	Y	Y	Y	N	N	Y	N	1¾x30	3	8	SAP
VAN, MINI-MOTORHOMES - CLASS A																	
68-95	2396-502	**2454HKR**	**2454-1HKR**		3	2,4,117,127	Y	Y	Y	N	Y	Y	N	1¾x30	3	8	SAP
VAN, MINI-MOTORHOMES - CLASS C																	
71-89	265-400	**2459HKR**	**2459-1HKR**		3	117,127	Y	Y	Y	Y	N	Y	N	1⅝x29	2½	8	SAP

DODGE / PLYMOUTH

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
PASSENGER, WAGON (B & E Bodies)																	
67-74	383-440	**5903HKR**	**5903-1HKR**		3	4,10,90,200	Y	Y	Y	Y	Y	Y	Y	1⅞x36	3	8	SAP
CHALLENGER / BARRACUDA																	
70-74	383-440	**5903HKR**	**5903-1HKR**		3	4,10,90,200	Y	Y	Y	Y	Y	Y	Y	1⅞x36	3	8	SAP
CHRYSLER CORDOBA																	
75	400	**5903HKR**	**5903-1HKR**		3	4,10,90	Y	Y	Y	N	N	N	Y	1⅞x36	3	8	SAP
ALL B & E (A & F Bodies)																	
67-82	273-360	**5901HKR**	**5901-1HKR**		3	4,10,90,201	Y	Y	Y	N	Y	Y	Y	1⅝x34	3	8	SAP
1/2, 3/4 TON PICKUP (2&4WD)																	
72-93	318-360	**5902HKR**	**5902-1HKR**		3	10,117,201	Y	Y	Y	Y	Y	Y	N	1⅝x31	2½	8	SAP
1/2, 3/4 TON PICKUP (4WD)																	
75-78	440	**5905HKR**	**5905-1HKR**		3	4,200	Y	Y	Y	N	Y	Y	N	1¾x27	2½	8	SAP
RAMCHARGER / TRAILDUSTER																	
74-93	318-360	**5902HKR**	**5902-1HKR**		3	10,124,201	Y	Y	Y	N	Y	Y	N	1⅝x31	2½	8	SAP
74-78	440	**5905HKR**	**5905-1HKR**		3	4,200	Y	Y	Y	N	Y	Y	N	1¾x27	2½	8	SAP

For additional header applications see Engine Swap Section on pages 24-27

COMPETITION HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD COL	TRANSMISSION STANDARD FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
FORD / MERCURY																	
FALCON, FAIRLANE, TORINO, RANCHERO, CYCLONE, MONTEGO																	
66-73	255-302W	**6901HKR**	**6901-1HKR**	**6901-2HKR**		4,68,226	83	Y	Y	N	Y	Y	Y	15/8x28	3	8	SAP
67-70	351C	**6920HKR**	**6920-1HKR**			4,29	83	Y	Y	N	Y	N	Y	13/4x32	3	8	SAP
70-71	351C	**6913HKR**	**6913-1HKR**			4,33	N	Y	Y	N	N	N	Y	13/4x32	3	8	SAP
70-71	351C	**6915HKR**	**6915-1HKR**			4,29,226	N	N	Y	N	N	Y	N	13/4x27	3	8	SAP
71-73	351C	**6921HKR**	**6921-1HKR**			4,33	Y	Y	Y	N	Y	Y	Y	13/4x28	3	8	SAP
72-73	351C	**6915HKR**	**6915-1HKR**			4,29,226	Y	Y	Y	N	Y	Y	Y	13/4x27	3	8	SAP
MUSTANG / COUGAR																	
64-73	255-302W	**6901HKR**	**6901-1HKR**	**6901-2HKR**		4,226,68,77	83	Y	Y	N	Y	N	Y	15/8x28	3	8	SAP
67-70	351C	**6913HKR**	**6913-1HKR**			4,33	83	Y	Y	N	Y	N	Y	13/4x32	3	8	SAP
67-70	351C	**6920HKR**	**6920-1HKR**			4,29	83	Y	Y	N	Y	N	Y	13/4x32	3	8	SAP
71-73	351C	**6915HKR**	**6915-1HKR**			4,29,226	Y	Y	Y	N	Y	Y	Y	13/4x27	3	8	SAP
71-73	351C	**6921HKR**	**6921-1HKR**			4,33	Y	Y	Y	N	Y	Y	Y	13/4x28	3	8	SAP
MUSTANG, FAIRLANE / COUGAR																	
67-73	351W	**6901HKR**	**6901-1HKR**	**6901-2HKR**		4,226,68	83	Y	Y	N	N	N	Y	15/8x28	3	8	SAP
COMET																	
66-69	255-302W	**6901HKR**	**6901-1HKR**	**6901-2HKR**		4,226,68	83	Y	Y	N	Y	N	Y	15/8x28	3	8	SAP
MAVERICK																	
70-77	255-302W	**6901HKR**	**6901-1HKR**	**6901-2HKR**		4,226,68	83	Y	Y	N	Y	N	Y	15/8x28	3	8	SAP
F-100, F150, F-250 (2WD)																	
65-76	352-390	**6903HKR**	**6903-1HKR**			224	Y	Y	Y	Y	Y	Y	N	13/4x24	21/2	9	SAP
771/2-79	351-400M	**6914HKR**	**6914-1HKR**			4	Y	Y	Y	N	Y	Y	N	13/4x33	3	8	SAP
F-350 (2WD)																	
67-75	352-390	**6903HKR**	**6903-1HKR**			4,90,224	Y	Y	Y	Y	Y	Y	N	13/4x24	21/2	9	SAP
F-250 (4WD)																	
67-76	352-390	**6905HKR**	***6905-1HKR**			4,90,224	Y	Y	Y	N	Y	Y	N	13/4x27	21/2	8	SAP
F-100, F-150 (4WD)																	
69-76	352-390	**6906HKR**	***6906-1HKR**			4,90,224	Y	Y	Y	N	Y	Y	N	13/4x26	21/2	9	SAP
F-100, F-150 (2WD)																	
69-79	255-302W	**6904HKR**	**6904-1HKR**			4,49	Y	Y	Y	Y	Y	Y	N	15/8x21	21/2	9	SAP
F-100, F-150, F-250 (2WD)																	
80-87	460	**6911HKR**	**6911-1HKR**			4,117	Y	Y	Y	Y	N	Y	N	13/4x28	3	8	SAP
BRONCO (4WD)																	
66-77	255-351W	**6909HKR**	**6909-1HKR**			4,49,90,223	Y	Y	Y	Y	Y	Y	Y	11/2x20	21/2	8	SAP
78-79	351-400M	**6902HKR**	**6902-1HKR**			4,90	Y	Y	Y	N	Y	Y	N	13/4x27	3	8	SAP
80-86	351-400M	**6916HKR**	***6916-1HKR**			4,117	Y	Y	Y	N	N	Y	N	13/4x29	21/2	8	SAP
80-95	255-302W	**6907HKR**	**6907-1HKR**			4,68,117	Y	Y	Y	N	N	Y	N	11/2x32	21/2	8	SAP
80-95	351W	**6912HKR**	**6912-1HKR**			4,49,117	Y	Y	Y	N	Y	Y	N	11/2x27	21/2	8	SAP
F-150 (4WD)																	
77-79	351-400M	**6902HKR**	***6902-1HKR**			4,90	Y	Y	Y	N	Y	Y	N	13/4x27	3	8	SAP
F-250 LOW PROFILE, F-350 (4WD)																	
771/2-79	351-400M	**6902HKR**	***6902-1HKR**			4,90	Y	Y	Y	N	Y	Y	N	13/4x27	3	8	SAP

COMPETITION & STAINLESS

FORD, OLDSMOBILE, PONTIAC & TOYOTA

COMPETITION HEADERS

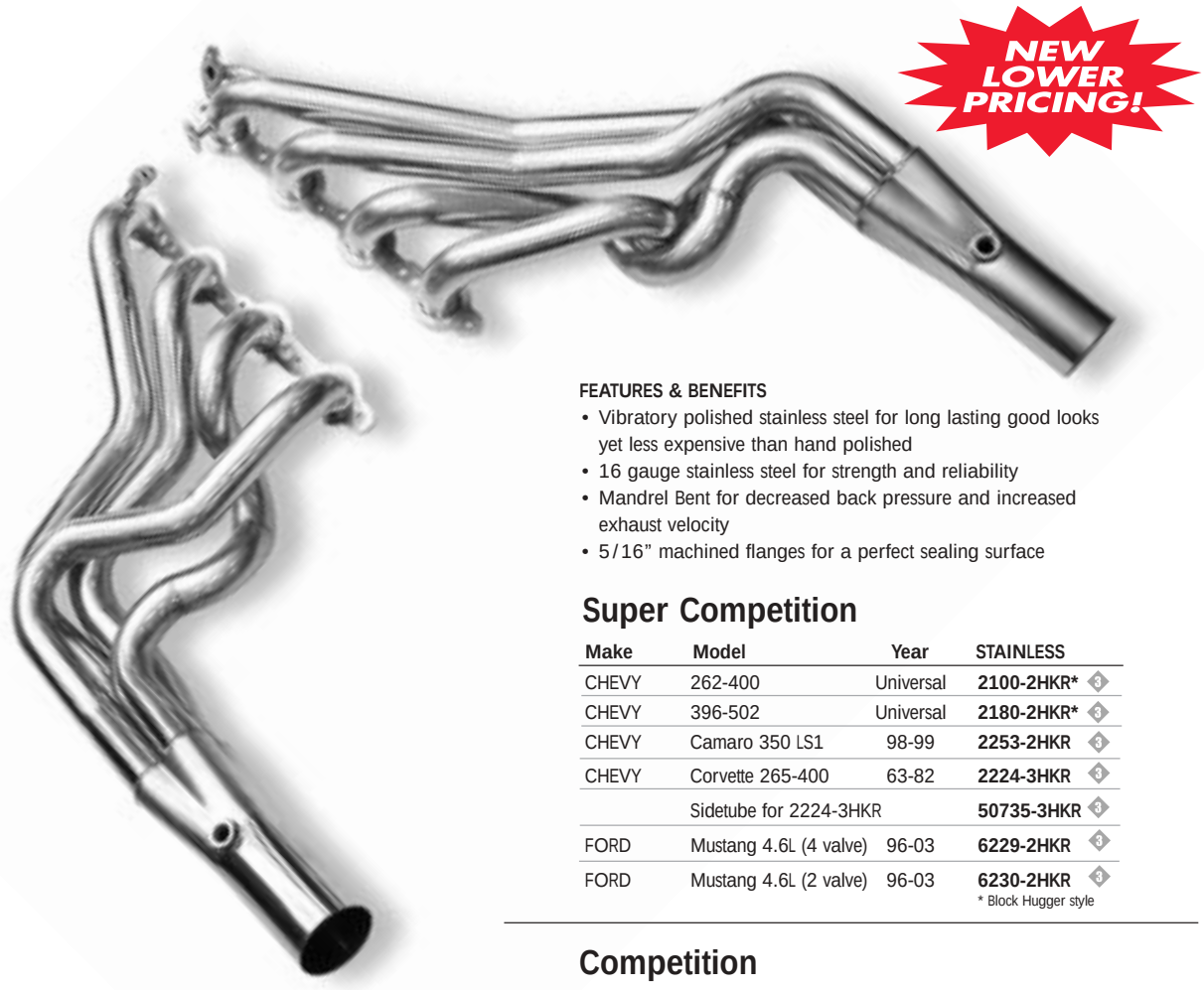
YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	TRANSMISSION STANDARD/ AUTO P/S	P/B	A/C	COL	FL	COL	FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
F-250, F-350 (4WD)																	
83-87	460	**6911HKR**	**6911-1HKR**		3	4,117	Y	Y	Y	Y	Y	Y	Y	1 3/4x30	3	8	SAP
F-100, F-150, F-250, F-350 (2&4WD)																	
80-95	255-302W	**6907HKR**	**6907-1HKR**		3	4,68,90,117	Y	Y	Y	N	N	Y	N	1 1/2x32	2 1/2	8	SAP
80-95	351W	**6912HKR**	**6912-1HKR**		3	4,49,117	Y	Y	Y	N	Y	Y	N	1 1/2x27	2 1/2	8	SAP
80-86	351-400M	**6916HKR**	***6916-1HKR**		3	4,117	Y	Y	Y	N	N	Y	N	1 3/4x29	2 1/2	8	SAP
VAN, MINI-MOTORHOME - CLASS C																	
69-90	255-351W	**6910HKR**	***6910-1HKR**		3	4,68,75,90	Y	Y	Y	Y	N	Y	N	1 5/8x34	2 1/2	8	SAP
OLDSMOBILE																	
CUTLASS/442																	
65-75	400-455	**3902HKR**	**3902-1HKR**		3	4,214	Y	Y	Y	N	Y	Y	Y	1 3/4x27	3	8	SAP
68-77	350-403	**3901HKR**	**3901-1HKR**		3	4,90,214	Y	Y	Y	N	Y	Y	N	1 5/8x29	2 1/2	8	SAP
78-87	265-400CH	**2451HKR**	**2451-1HKR**	**2451-2HKR**	3	2,4,90,117,127	Y	Y	Y	N	N	Y	Y	1 5/8x30	3	8	SAP
78-87	283-400CH	**2466HKR**	**2466-1HKR**		3	62,111,241,242	Y	Y	9	N	N	Y	Y	1 5/8	3		SAP
DELTA 88																	
71-75	400-455	**3902HKR**	**3902-1HKR**		3	4	Y	Y	Y	N	N	Y	Y	1 3/4x27	3	8	SAP
VISTA CRUISER WAGON																	
71-74	400-455	**3902HKR**	**3902-1HKR**		3	4	Y	Y	Y	N	N	Y	Y	1 3/4x27	3	8	SAP
PONTIAC																	
FIREBIRD, TRANS AM																	
67-69	350-400	**4902HKR**	**4902-1HKR**		3	4,126	Y	Y	Y	N	Y	N	Y	1 5/8x26	3	8	SAP
70-79	350-455	**4901HKR**	**4901-1HKR**		3	4,90,126	Y	Y	Y	N	Y	N	Y	1 5/8x28	3	8	SAP
77-78	350-403OL	**3901HKR**	**3901-1HKR**		3	4,90	Y	Y	Y	N	Y	N	Y	1 5/8x29	2 1/2	8	SAP
78-81	265-400CH	**2451HKR**	**2451-1HKR**	**2451-2HKR**	3	2,4,90,117,127	Y	Y	9	N	Y	Y	Y	1 5/8x30	3	8	SAP
82-92	265-400CH	**2460HKR**	**2460-1HKR**	**2460-2HKR**	3	2,4,62,92,252	Y	Y	Y	N	Y	N	Y	1 5/8x15	3	4	SAP
GTO, LE MANS, GRAND AM																	
64-75	326-455	**4901HKR**	**4901-1HKR**		3	4,90	Y	Y	Y	N	Y	Y	Y	1 5/8x28	3	8	SAP
PHOENIX, VENTURA, GRAND PRIX																	
77-87	265-400CH	**2451HKR**	**2451-1HKR**	**2451-2HKR**	3	2,4,90,117,127	Y	Y	9	N	Y	Y	Y	1 5/8x30	3	8	SAP
TOYOTA																	
PICKUP (2&4WD)																	
75-88	20R/22R	**8900HKR**	***8900-1HKR**		3	4,56,117	Y	Y	Y	N	Y	Y	Y	1 1/2x18	2 1/2	8	RD

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

For additional header applications see Engine Swap Section on pages 24-27

HOOKER VIBRATORY POLISHED STAINLESS HEADERS



FEATURES & BENEFITS

- Vibratory polished stainless steel for long lasting good looks yet less expensive than hand polished
- 16 gauge stainless steel for strength and reliability
- Mandrel Bent for decreased back pressure and increased exhaust velocity
- 5/16" machined flanges for a perfect sealing surface

Super Competition

Make	Model	Year	STAINLESS
CHEVY	262-400	Universal	**2100-2HKR***
CHEVY	396-502	Universal	**2180-2HKR***
CHEVY	Camaro 350 LS1	98-99	**2253-2HKR**
CHEVY	Corvette 265-400	63-82	**2224-3HKR**
	Sidetube for 2224-3HKR		**50735-3HKR**
FORD	Mustang 4.6L (4 valve)	96-03	**6229-2HKR**
FORD	Mustang 4.6L (2 valve)	96-03	**6230-2HKR**

* Block Hugger style

Competition

Make	Model	Year	STAINLESS
CHEVY SB; Camaro, Chevelle, Carlo, Camino / Full Size Passenger		Early 70s	**2455-2HKR***
CHEVY SB; Camaro, Chevelle, Carlo, Camino, Nova/ Full Size Pass.		60s & 70s	**2451-2HKR***
CHEVY	Camaro 265-400	82-92	**2460-2HKR**
CHEVY	Blazer, 1/2, 3/4, 1 ton	68-91	**2454-2HKR**
CHEVY	Blazer, 1/2, 3/4, 1 ton	63-91	**2452-2HKR**
CHEVY	Blazer, 1/2, 3/4, 1 ton	92-96	**2462-2HKR**
CHEVY	Pick-up, All 2WD	88-98	**2462-2HKR**
FORD	Mustang 255-351W	64-73	**6901-2HKR**

* See catalog for specific applications

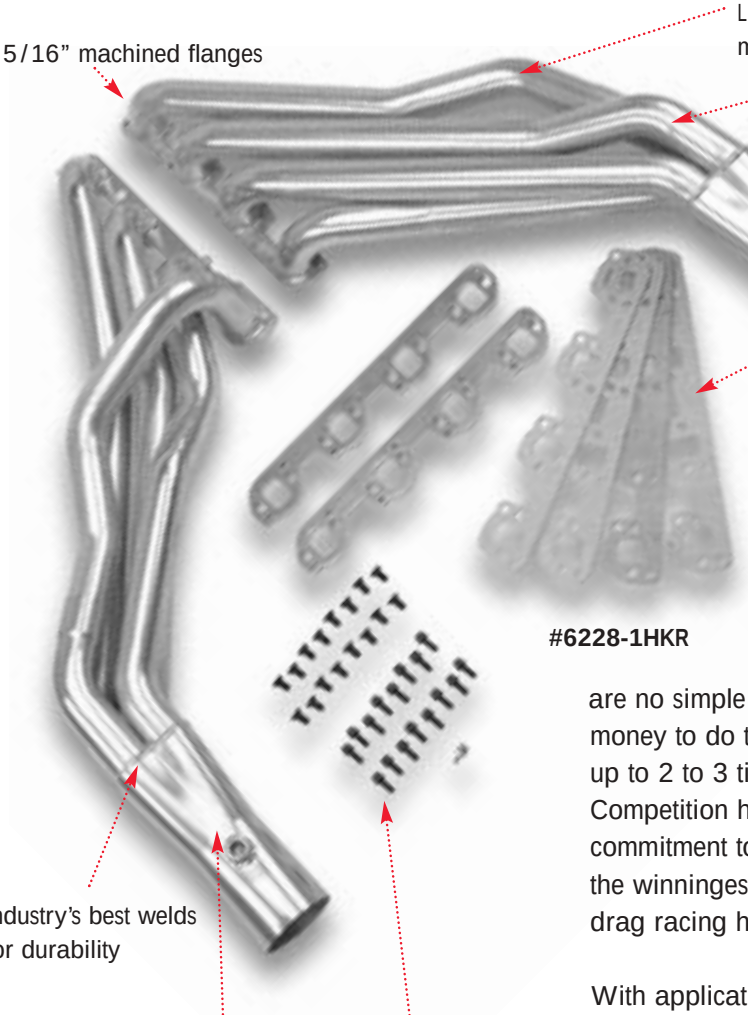
NOTE: Stainless part numbers are also listed through this catalog by application

SUPER COMPETITION
AMERICAN MOTORS & BUICK

HOOKER SUPER COMP HEADERS

THE WORLDS BEST HEADER! THE DIFFERENCE ...

IT'S THE PERFORMANCE YOU CAN EXPECT!



#6228-1HKR

With Hooker Super Competition the objective has always been to make the maximum horsepower possible and to put it at the optimum point in the power curve. Because of the immense complexity of a modern engine and vehicle combination there are no simple quick answers. It takes a lot of time and money to do the job right. We will sometimes spend up to 2 to 3 times more just to make the Super Competition header work only 5 to 10% better. That commitment to excellence has made Hooker Headers the winningest header manufacturer in automotive drag racing history.

With applications ranging from 50 state legal headers for a Chevy Truck to stepped headers for Pro Stock cars, you can bet Hooker Headers has a header that will make your car quicker, faster and lighter.

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION FULL LENGTH CAR HEADERS

With Hooker Super Competition the objective has always been to make the maximum horsepower and to put it at the optimum point in the power curve. It takes a lot of time and money to do the job right. We will sometimes spend up to 2 to 3 times more just to make the Super Competition header work only 5 to 10% better. That commitment to excellence has made Hooker Headers the winningest header manufacturer in automotive drag racing history.

Years	Engines	Baked-On Black Paint	Metallic Ceramic Coating	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ AUTO COL FL	COL FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
AMERICAN MOTORS														
GREMLIN X														
72-74	290-401	**7105HKR**	***7105-1HKR**	1	4,123	Y	Y	Y	Y	Y	Y Y	1¾x32	3	10	SAP
72-75	290-401	**7104HKR**	**7104-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1⅝x30	3	8	REC
AMX SPIRIT														
79-80	304	**7104HKR**	**7104-1HKR**	1	4	Y	Y	Y	N	Y	Y Y	1⅝x30	3	8	REC
HORNET SC														
70-74	290-401	**7105HKR**	***7105-1HKR**	1	4,123	Y	Y	Y	Y	Y	17 17	1¾x32	3	10	SAP
72-76	290-401	**7104HKR**	**7104-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1⅝x30	3	8	REC
JAVELIN AMX														
68-74	290-401	**7103HKR**	**7103-1HKR**	1	4,123	Y	Y	Y	Y	Y	Y Y	1⅞x30	3½	10	SAP
68-74	290-401	**7104HKR**	**7104-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1⅝x30	3	8	REC
MATADOR														
74	290-401	**7103HKR**	**7103-1HKR**	1	4,123	Y	Y	Y	Y	Y	Y Y	1⅞x30	3½	10	SAP
74-76	290-401	**7104HKR**	**7104-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1⅝x30	3	8	REC
BUICK														
GRAND NATIONAL, REGAL T-TYPE (Stock turbo only)														
86-87	3.8L Turbo		**1115HKR**	1	4,15,74,78,147	Y	Y	Y	N	Y	Y Y	1½x13	2¼	7	SAP
APOLLO														
68-74	250CH	**2602HKR**	**2602-1HKR**	1	4	N	Y	Y	Y	Y	Y Y	1⅝x39	2½	8	SAP
CENTURY, REGAL, WAGONS														
73-76	350	**1103HKR**	***1103-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1¾x28	3	10	SAP
77	350-403OL	**3107HKR**	**3107-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1¾x30	3	10	SAP
78-87	265-400CH	**2150HKR**	**2150-1HKR**	1	4,62,117,211	Y	Y	Y	N	N	Y Y	1⅝x30	3	10	SAP
78-87	265-400CH	**2242HKR**	**2242-1HKR**	1	4,18,62,117,211	Y	Y	Y	N	N	Y Y	1¾x30	3	10	SAP
SKYLARK, GRAN SPORT, WAGONS														
68-72	350	**1103HKR**	***1103-1HKR**	1	4	Y	Y	Y	Y	Y	Y Y	1¾x28	3	10	SAP
68-72	400-455	**1203HKR**	***1203-1HKR**	1	4	Y	Y	Y	N	Y	Y Y	1⅞x32	3	10	SAP

SUPER COMPETITION
CHEVROLET, CHRYSLER & DODGE

SUPER COMPETITION FULL LENGTH CAR HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ AUTO COL	TRANSMISSION STANDARD/ AUTO FL	TRANSMISSION STANDARD/ AUTO COL	TRANSMISSION STANDARD/ AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CHEVROLET																	
CAMARO																	
67-74	250	**2602HKR**	***2602-1HKR**			4	N	Y	Y	N	Y	Y	Y	1⅝x39	2½	8	SAP
67-69	265-400	**2130HKR**	**2130-1HKR**			4,62,259	Y	Y	9	N	Y	Y	Y	1⅝x29	3	10	SAP
67-69	265-400	**2131HKR**	**2131-1HKR**			4,62,212	Y	Y	N	N	Y	Y	Y	1¾x30	3	10	SAP
67-69	265-400	**2207HKR**	**2207-1HKR**			4,62	Y	Y	N	N	Y	Y	Y	1⅞x30	3½	10	REC
67-69	396-502	**2111HKR**	**2111-1HKR**			4,184,265	Y	Y	N	N	Y	Y	Y	1⅞x33	3½	10	SAP
67-69	396-502	**2205HKR**	**2205-1HKR**			4,184	Y	Y	Y	N	Y	Y	Y	2x33	3½	10	SAP
67-69	396-502	**2285HKR**	**2285-1HKR**			4,184	N	Y	N	N	Y	Y	Y	2⅛x36	3½	10	RD
70-72	265-400	**2124HKR**	**2124-1HKR**			4,90,127	Y	Y	9	N	Y	Y	Y	1⅝x31	3	10	REC
70-81	265-400	**2136HKR**	**2136-1HKR**			4,90,117,127	Y	Y	9	N	Y	Y	Y	1⅝x30	3	10	REC
70-81	265-400	**2117HKR**	**2117-1HKR**			4,62,90,117	Y	Y	9	N	Y	Y	Y	1¾x32	3	10	SAP
70-81	265-400	**2239HKR**	**2239-1HKR**			4,62	Y	Y	N	N	Y	Y	Y	1⅞x29	3½	10	SAP
70-72	396-502	**2118HKR**	**2118-1HKR**			4,184	Y	Y	Y	N	Y	Y	Y	1¾x30	3	10	SAP
70-72	396-502	**2250HKR**	**2250-1HKR**			4,184	Y	Y	Y	N	Y	Y	Y	1⅞x35	3½	10	SAP
70-72	396-502	**2287HKR**	**2287-1HKR**			4,184	Y	Y	N	N	Y	Y	Y	2⅛x32	3½	10	RD
70-72	396-502	**2217HKR**	**2217-1HKR**			4,184	Y	Y	Y	N	Y	Y	Y	2x35	3½	10	SAP
78-81	V6 90°	**2143HKR**	***2143-1HKR**			4,117	Y	Y	Y	N	Y	Y	Y	1½x30	2½	8	SAP
82-92	265-400	**2210HKR**	**2210-1HKR**			4,62,117	Y	Y	Y	N	Y	Y	Y	1¾x28	3	6½	SAP
93-97	265-400	**2231HKR**	**2231-1HKR**			62,90,117,238,258	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
NEW 93-97	265-400		**16765HKR**			Y-pipe for 2231HKR											
98-99	350 LS-1	**2253HKR**	***2253-1HKR**	**2253-2HKR**		4,172,236,234	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
NEW 00-02	350 LS-1	**2254HKR**	***2254-1HKR**	**2254-2HKR**		4,94,172,234,236	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
CHEVY II, NOVA																	
68-74	250	**2602HKR**	***2602-1HKR**			4	N	Y	Y	Y	Y	Y	Y	1⅝x39	2½	8	SAP
62-67	283-327	**2122HKR**	**2122-1HKR**			4,23,62,185	N	Y	Y	N	Y	N	Y	1⅝x33	3	10	SAP
62-67	265-400	**2243HKR**	**2243-1HKR**			4,9,62,186,237,259	Y	Y	Y	N	N	Y	Y	1 3/4x31	3	10	SAP
62-67	265-400	**2214HKR**	**2214-1HKR**			4,21,62,84,138	N	N	N	Y	Y	Y	Y	1¾x26	3	15	SAP
68-74	265-400	**2130HKR**	**2130-1HKR**			4,62,259	Y	Y	9	Y	Y	Y	Y	1⅝x29	3	10	SAP
68-74	265-400	**2131HKR**	**2131-1HKR**			4,62	Y	Y	N	Y	Y	Y	Y	1¾x30	3	10	SAP
68-74	265-400	**2207HKR**	**2207-1HKR**			4,62	Y	Y	N	Y	Y	Y	Y	1⅞x30	3 1/2	10	REC
75-79	265-400	**2136HKR**	**2136-1HKR**			4,90,127	Y	Y	9	N	Y	Y	Y	1⅝x30	3	10	SAP
75-79	265-400	**2117HKR**	**2117-1HKR**			4,62,90	Y	Y	9	N	Y	Y	Y	1¾x32	3	10	SAP
75-79	265-400	**2239HKR**	**2239-1HKR**			4,62	Y	Y	N	Y	Y	Y	Y	1⅞x29	3½	10	REC
68-72	396-502	**2111HKR**	**2111-1HKR**			4,148,184	Y	Y	N	Y	Y	Y	Y	1⅞x33	3½	10	SAP
68-72	396-502	**2205HKR**	**2205-1HKR**			4,148,184	Y	Y	Y	Y	Y	Y	Y	2x33	3½	10	SAP
68-72	396-502	**2285HKR**	**2285-1HKR**			4,148,184,265	N	Y	N	Y	Y	Y	Y	2⅛x36	3½	10	RD
CHEVELLE, MALIBU, EL CAMINO / CABALLERO, SPRINT, WAGONS																	
78-87	V6 90°	**2143HKR**	***2143-1HKR**			4,117	Y	Y	Y	Y	Y	Y	Y	1½x30	2½	8	SAP
64-77	265-400	**2124HKR**	**2124-1HKR**			4,127	Y	Y	9	N	Y	Y	Y	1⅝x31	3	10	REC
64-75	265-400	**2116HKR**	**2116-1HKR**			4,62,211,221,237,261	Y	Y	N	Y	Y	Y	Y	1¾x31	3	10	SAP
78-87	265-400	**2150HKR**	**2150-1HKR**			4,62,117,211	Y	Y	Y	N	N	Y	Y	1⅝x30	3	10	SAP
78-87	265-400	**2242HKR**	**2242-1HKR**			4,18,62,117,237	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP
64-74	396-502	**2118HKR**	**2118-1HKR**			4,20,184,266	Y	Y	Y	Y	Y	Y	Y	1¾x30	3	10	SAP
64-67	396-502	**2213HKR**	**2213-1HKR**			4,20,184,266	Y	Y	N	Y	Y	Y	Y	2x34	3½	10	SAP
64-67	396-502	**2220HKR**	**2220-1HKR**			4,18,20,184,266	Y	Y	N	Y	Y	Y	Y	2⅛x34	3½	10	RD
68-74	396-502	**2250HKR**	**2250-1HKR**			4,148,184,266	Y	Y	Y	Y	Y	Y	Y	1⅞x35	3½	10	SAP
68-74	396-502	**2217HKR**	**2217-1HKR**			4,148,184,266	Y	Y	Y	Y	Y	Y	Y	2x35	3½	10	SAP
68-72	396-502	**2265HKR**	**2265-1HKR**			4,18,148,184,266	Y	Y	N	Y	Y	Y	Y	2⅛x36	3½	10	RD
CORVETTE																	
55-62	265-400	**2108HKR**	**2108-1HKR**			4,76,82,127,211	Y	Y	N	N	Y	N	Y	1¾x28	3	8	SAP
63-82	265-400	**2134HKR**	**2134-1HKR**			4,62,76,117,185	Y	Y	9	N	Y	Y	Y	1¾x25	3	10	SAP
84-91	350		**2149HKR**			4,15,48,90,94,212	Y	Y	Y	N	Y	N	Y	1¾x26	3	8	SAP
84-96	350	**2151HKR**	**2151-1HKR**			4,48,90,117,212,92Y	Y	Y	N	Y	N	Y	1 3/4x26	3	8	SAP
86-91	350	**16720HKR**				Y-Pipe for 2149HKR-2151HKR											
65-74	265-400	**2123HKR**	**2123-1HKR**			4	Y	Y	Y	N	Y	N	Y	1⅞x30	3	8	REC
65-74	396-502	**2225HKR**	**2225-1HKR**			4	Y	Y	N	N	Y	N	Y	2⅛x30	3½	10	RD

SUPER COMPETITION FULL LENGTH CAR HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ AUTO COL	FL	COL	FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
MONTE CARLO																
78-87	V6 90°	**2143HKR**	***2143-1HKR**	3	4,117	Y	Y	Y	Y	Y	Y	Y	1½x30	2½	8	SAP
70-77	265-400	**2124HKR**	**2124-1HKR**	3	4,127	Y	Y	9	N	N	Y	Y	1⅝x31	3	10	SAP
78-87	265-400	**2242HKR**	**2242-1HKR**	3	4,18,62,117,237	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP
78-87	265-400	**2150HKR**	**2150-1HKR**	3	4,62,117,211	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP
MONZA																
75-79	265-400	**2135HKR**	**2135-1HKR**	3	4,62	Y	Y	Y	N	Y	N	Y	1½x31	2½	8	SAP
PASSENGER, WAGONS - (FULL SIZE)																
55-57	265-400	**2110HKR**	**2110-1HKR**	1	4,21,127,232	Y	Y	N	N	Y	N	Y	1¾x30	3	10	SAP
NEW 55-57	265-400	**2112HKR**	**2112-1HKR**	1	4,21,47,62,111,260	Y	Y	N	N	Y	N	Y	1 3/4x30	3	10	SAP
55-57	265-400	**2102HKR**	**2102-1HKR**	1	4,62,84,232	N	N	N	Y	Y	Y	Y	1¾x32	3	10	SAP
58-64	265-400	**2103HKR**	**2103-1HKR**	1	4,62	Y	Y	9	Y	Y	Y	Y	1¾x26	3	8	SAP
58-64	348-409	**2171HKR**	**2171-1HKR**	1	4	N	N	N	Y	Y	Y	Y	1⅞x36	3	8	SAP
65-70	265-400	**2130HKR**	**2130-1HKR**	3	4,62	Y	Y	9	Y	Y	Y	Y	1⅝x29	3	10	SAP
65-70	396-502	**2202HKR**	**2202-1HKR**	3	4	Y	Y	Y	Y	Y	Y	Y	2⅛x33	3½	10	RD
71-87	265-400	**2124HKR**	**2124-1HKR**	3	4,117,127	Y	Y	9	N	N	Y	Y	1⅝x31	3	10	SAP
74	265-400	**2116HKR**	**2116-1HKR**	3	4,62,211,237	Y	Y	9	N	N	Y	Y	1 3/4x31	3	10	SAP
71-74	396-502	**2118HKR**	**2118-1HKR**	3	4,184	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP

CHRYSLER

LASER																
84-88	2.2 L	**5707HKR**	***5707-1HKR**	3	4	Y	Y	Y	N	Y	N	Y	1½x35	2½	8	SAP
CORDOBA																
75-83	318-360	**5115HKR**	**5115-1HKR**	3	4,10,201	Y	Y	Y	N	N	Y	Y	1¾x34	3	10	SAP

DODGE

CHALLENGER, CHARGER, CORONET, WAGONS (B & E Bodies)																
62-72	198-225	**5602HKR**	**5602-1HKR**	3	4	Y	Y	Y	Y	Y	Y	Y	1⅝x40	2½	8	SAP
66-77	318-360	**5115HKR**	**5115-1HKR**	3	4,10,201	Y	Y	Y	Y	Y	Y	Y	1¾x34	3	10	SAP
66-74	383-440	**5111HKR**	**5111-1HKR**	3	4,200	Y	Y	Y	Y	Y	Y	Y	1¾x35	3	10	SAP
67-74	383-440	**5101HKR**	**5101-1HKR**	3	4,10,26,200	Y	Y	Y	Y	Y	Y	Y	1⅞x35	3	10	SAP
67-72	440	**5209HKR**	**5209-1HKR**	3	4,200	Y	Y	Y	Y	Y	Y	Y	2x32	3½	10	SAP
67-71	426 Hemi	**5210HKR**	**5210-1HKR**	3	4	Y	Y	Y	Y	Y	Y	Y	2⅛x30	3½	12	SAP
DART, DEMON, DIPLOMAT, SWINGER (A & F Bodies)																
64-66	273-340	**5208HKR**	**5208-1HKR**	3	4,27	Y	Y	Y	N	N	Y	Y	1⅝x43	2½	8	SAP
67-79	198-225	**5602HKR**	**5602-1HKR**	3	4,39	Y	N	Y	Y	Y	Y	Y	1⅝x40	2½	8	SAP
67-79	318-360	**5116HKR**	**5116-1HKR**	3	4,10,201	Y	Y	Y	Y	Y	Y	Y	1⅝x35	3	10	SAP
70-72	318-360	**5204HKR**	**5204-1HKR**	3	4,10,201	N	Y	Y	Y	Y	Y	Y	1¾x38	3	10	SAP
67-69	383-440	**5205HKR**	**5205-1HKR**	3	4,84,200	Y	Y	N	Y	Y	Y	Y	1⅞x40	3½	10	SAP
67-69	383-440	**5215HKR**	**5215-1HKR**	3	4,84,200	Y	N	N	Y	Y	Y	Y	2x43	3½	9	SAP
MAGNUM XE, ST. REGIS																
78-82	318-360	**5115HKR**	**5115-1HKR**	3	4,10,201	Y	Y	Y	N	N	Y	Y	1¾x34	3	10	SAP
MONACO, POLARA, WAGONS (C Bodies)																
78	318-360	**5115HKR**	**5115-1HKR**	3	4,10,201	Y	Y	Y	N	N	Y	Y	1¾x34	3	10	SAP
68-77	383-440	**5113HKR**	**5113-1HKR**	3	4,10,200	Y	Y	Y	N	N	Y	Y	1¾x35	3	10	SA
ARIES, CHARGER, DAYTONA (K Car)																
81-88	2.2 L	**5707HKR**	***5707-1HKR**	3	4,117	Y	Y	Y	N	Y	N	Y	1½x35	2½	8	SAP

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

SUPER COMPETITION
FORD / MERCURY, OLDSMOBILE & PLYMOUTH

SUPER COMPETITION FULL LENGTH CAR HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD COL	STANDARD FL	AUTO COL	AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
FORD / MERCURY																
FAIRLANE / METEOR																
62-65	260-289W	**6134HKR**	**6134-1HKR**	1	44,49,204,213	Y	Y	Y	N	Y	Y	Y	1 5/8x33	3	5 1/2	REC
FALCON / COMET																
65-70	170-200	**6601HKR**	***6601-1HKR**	3	4,34	Y	Y	N	Y	Y	Y	Y	1½x38	2½	8	RD
FALCON, FAIRLANE (66 & up), TORINO, RANCHERO / COMET, CYCLONE, MONTEGO																
63-67	260-289W	**6102HKR**	**6102-1HKR**	3	4,44,68,188	83	Y	N	N	Y	N	Y	1⅝x31	3	10	SAP
68-73	302W	**6102HKR**	**6102-1HKR**	3	4,32,44,68,188	83	Y	Y	N	N	Y	Y	1⅝x31	3	10	SAP
66-69	351W	**6116HKR**	**6116-1HKR**	3	4,49	83	Y	Y	Y	Y	Y	Y	1⅝x29	3	8	SAP
70-71	351C	**6210HKR**	**6210-1HKR**	3	4,29,44	N	Y	Y	Y	Y	Y	Y	1⅞x36	3½	10	SAP
72-74	351C	**6203HKR**	***6203-1HKR**	3	4,29,226	Y	Y	Y	Y	Y	Y	Y	1⅞x32	3	10	SAP
73-79	351-400M	**6125HKR**	**6125-1HKR**	3	4,33	Y	Y	Y	N	Y	Y	Y	1¾x31	3	10	SAP
75-79	351W	**6124HKR**	***6124-1HKR**	3	4,44,49	Y	Y	Y	Y	Y	Y	Y	1⅝x30	3	8	SAP
66-69	390-428	**6113HKR**	**6113-1HKR**	3	4,31,163	83	Y	Y	Y	Y	Y	Y	1¾x33	3	10	SAP
70-71	429	**6115HKR**	**6115-1HKR**	3	4,31	Y	Y	Y	Y	Y	Y	Y	1⅞x35	3½	10	SAP
70-71	429 CJ	**6201HKR**	**6201-1HKR**	3	4,30,31	N	Y	Y	Y	Y	Y	Y	2⅛x37	3½	10	SAP
72-75	429-460	**6126HKR**	**6126-1HKR**	3	4	Y	Y	Y	N	N	Y	Y	1⅞x31	3	10	SAP
LTD II, THUNDERBIRD																
75-79	351W	**6124HKR**	***6124-1HKR**	3	4,44,49	Y	Y	Y	Y	Y	Y	Y	1⅝x30	3	8	SAP
77-79	351-400M	**6125HKR**	**6125-1HKR**	3	4,33	Y	Y	Y	N	Y	Y	Y	1¾x31	3	10	SAP
MAVERICK / COMET																
70-72	170-200	**6601HKR**	***6601-1HKR**	3	4	Y	N	Y	Y	Y	Y	Y	1½x38	2½	8	RD
71-77	302W	**6110HKR**	***6110-1HKR**	3	4,44,68	83	N	Y	N	N	Y	Y	1⅝x34	3	8	SAP
MUSTANG / COUGAR																
65-70	170-200	**6601HKR**	***6601-1HKR**	3	4	Y	Y	N	N	Y	N	Y	1½x38	2½	8	SAP
64-70	260-302W	**6111HKR**	**6111-1HKR**	3	4,44,49	83	Y	Y	N	Y	N	Y	1⅝x30	3	10	SAP
71-73	302W	**6102HKR**	***6102-1HKR**	3	4,44,68,188	Y	Y	N	N	N	Y	Y	1⅝x31	3	10	SAP
67-70	Boss 302	**6209HKR**	**6209-1HKR**	3	4,29,44	83	Y	Y	N	Y	N	N	1⅞x36	3½	10	SAP
67-70	351W	**6116HKR**	**6116-1HKR**	3	4,49	83	Y	Y	N	Y	N	Y	1⅝x29	3	8	SAP
71-73	351C	**6119HKR**	**6119-1HKR**	3	4,33,44	Y	Y	Y	N	Y	N	Y	1¾x30	3	8	SAP
71-73	351C	**6211HKR**	**6211-1HKR**	3	4,29,226	Y	Y	Y	N	Y	N	Y	2x34	3½	10	SAP
67-70	390-428	**6114HKR**	**6114-1HKR**	3	4,163	83	Y	Y	N	Y	N	Y	1¾x33	3	10	SAP
71-73	429	**6115HKR**	**6115-1HKR**	3	4,31	Y	Y	Y	N	Y	N	Y	1⅞x35	3½	10	SAP
71-73	429CJ	**6201HKR**	**6201-1HKR**	3	4,30,31	Y	Y	Y	N	Y	N	Y	2⅛x37	3½	10	SAP
MUSTANG, MUSTANG II																
75-78	302W	**6120HKR**	***6120-1HKR**	3	4,44,68	Y	Y	Y	N	Y	N	Y	1½x28	2½	8	SAP
79-93	255-302W	**6222HKR**	**6222-1HKR**	3	4,44,49,69,92	Y	Y	Y	N	Y	N	Y	1⅝x30	3	8	SAP
79-93	255-302W	**6227HKR**	**6227-1HKR**	3	4,5,49,92,183,197	Y	Y	Y	N	Y	N	Y	1 3/4x30	3	8	SAP
79-93	302W(TFS)	**6225HKR**	**6225-1HKR**	3	4,44,67,117,187,197	Y	Y	Y	N	Y	N	Y	1 3/4x30	3	8	(16)

FOR HEADER COMPATIBILITY WITH AFTERMARKET HEADS SEE PAGE 19.

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION FULL LENGTH CAR HEADERS

	YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	STANDARD/ FL	AUTO COL	AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
	96-03	4.6L(2 valve)	**6230HKR**	***6230-1HKR**	**6230-2HKR**	3	4,233,236	Y	Y	Y	N	Y	N	Y	1⅝x30	3	5	SAP
	96-03	4.6L(4 valve)	**6229HKR**	***6229-1HKR**	**6229-2HKR**	3	4,236,254	Y	Y	Y	N	Y	N	Y	1⅝x30	3	5	SAP
NEW	2005	4.6L(3 valve)	**6233HKR**	***6233-1HKR**		3	277	Y	Y	Y	N	Y	N	Y	1⅝x30	2½	9	SAP
	96-03	4.6L(2V)	**16762HKR**			3	aluminized X-pipe for 6230HKR						21/2					
	96-03	4.6L(4V)	**16761HKR**	**16761-1HKR**		3	aluminized X-pipe for 6229HKR						21/2					
NEW	05	4.6L(3V)	**16784HKR**			3	stainless steel X-pipe for 6233HKR						21/2					
	PASSENGER, WAGONS - (FULL SIZE) Includes Galaxy/Monterey																	
	61-64	352-427	**6205HKR**	**6205-1HKR**		1	4,21,27	N	N	N	Y	Y	Y	Y	1⅞x36	3½	10	SAP
	65-69	390-428	**6130HKR**	**6130-1HKR**		3	4,21,163	Y	Y	Y	N	N	Y	Y	1¾x33	3	8	SAP
	MERCURY (SEE FORD LISTING ALSO)																	
	CAPRI																	
	79-86	255-302W	**6222HKR**	**6222-1HKR**		3	4,44,49,69,92	Y	Y	Y	N	Y	N	Y	1⅝x30	3	8	SAP
	79-86	302W(TFS)	**6225HKR**	**6225-1HKR**		3	4,44,67,117,187,197	Y	Y	Y	N	Y	N	Y	1¾x30	3	8	(16)
	79-86	302W	**6227HKR**	**6227-1HKR**		3	4,5,49,92,183,197	Y	Y	Y	N	Y	N	Y	1¾x30	3	8	SAP
	METEOR																	
	62-63	260-289W	**6134HKR**	**6134-1HKR**		1	4,44,49,204,213	Y	Y	Y	N	Y	Y	Y	1⅝x33	3	5½	REC
	OLDSMOBILE																	
	CUTLASS - (will not fit Cutlass Supreme)																	
	68-77	350-403	**3107HKR**	**3107-1HKR**		3	4,214	Y	Y	Y	N	Y	Y	Y	1¾x29	3	10	SAP
	78-87	265-400CH	**2150HKR**	**2150-1HKR**		3	4,62,117	Y	Y	Y	N	N	Y	Y	1⅝x30	3	10	SAP
	78-87	265-400CH	**2242HKR**	**2242-1HKR**		3	4,18,62,117	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP
	78-87	260-403	**3108HKR**	**3108-1HKR**		3	4,214	Y	Y	Y	N	Y	Y	Y	1¾x26	3	5	SAP
	442, CUTLASS, VISTA CRUISER WAGON																	
	65-75	400-455	**3101HKR**	**3101-1HKR**		3	4,214	Y	Y	Y	N	Y	Y	Y	1¾x32	3	10	SAP
	68-75	400-455	**3202HKR**	**3202-1HKR**		3	4,214	Y	Y	Y	N	N	Y	Y	1⅞x36	3½	10	SAP
	68-72	400-455	**3201HKR**	**3201-1HKR**		3	4,24,214	Y	Y	N	N	Y	Y	Y	2x32	3½	10	SAP
	78-87	260-403	**3108HKR**	**3108-1HKR**		3	4,214	Y	Y	Y	N	Y	Y	Y	1¾x26	3	5	SAP
	DELTA-88																	
	71-75	400-455	**3101HKR**	**3101-1HKR**		3	4	Y	Y	Y	N	N	Y	Y	1¾x32	3	10	SAP
	71-75	400-455	**3202HKR**	**3202-1HKR**		3	4	Y	Y	Y	N	N	N	Y	1⅞x36	3½	10	SAP
	OMEGA																	
	68-74	250	**2602HKR**	***2602-1HKR**		3	4	N	Y	Y	Y	Y	Y	Y	1⅝x39	2½	8	SAP
	72-76	260-350	**3104HKR**	***3104-1HKR**		3	4	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP
	75	Buick 350	**1103HKR**	***1103-1HKR**		3	4	Y	Y	Y	N	N	Y	Y	1¾x28	3	10	SAP
	PLYMOUTH																	
	BELVEDERE, GTX, ROAD RUNNER, SATELLITE, SEBRING, BARRACUDA (70-74), SPORT FURY (75-77), WAGON (B&E Bodies)																	
	62-73	198-225	**5602HKR**	**5602-1HKR**		3	4	Y	Y	Y	Y	Y	Y	Y	1⅝x40	2½	8	SAP
	66-77	318-360	**5115HKR**	**5115-1HKR**		3	4,10,201	Y	Y	Y	Y	Y	Y	Y	1¾x34	3	10	SAP
	66-74	383-440	**5111HKR**	**5111-1HKR**		3	4,200	Y	Y	Y	Y	Y	Y	Y	1¾x35	3	10	SAP
	67-74	383-440	**5101HKR**	**5101-1HKR**		3	4,10,26,200	Y	Y	Y	Y	Y	Y	Y	1⅞x35	3	10	SAP
	67-72	440	**5209HKR**	**5209-1HKR**		3	4,200	Y	Y	Y	Y	Y	Y	Y	2x32	3½	10	SAP
	67-71	426 Hemi	**5210HKR**	**5210-1HKR**		3	4	Y	Y	Y	Y	Y	Y	Y	2⅛x30	3½	10	SAP

SUPER COMPETITION
PLYMOUTH, PONTIAC
& TRUCK INTRODUCTION

SUPER COMPETITION FULL LENGTH CAR HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ AUTO COL	STANDARD/ AUTO FL	AUTO COL	AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
FURY I, II, III, 75 GRAN FURY, WAGON (C Bodies)																	
68-77	383-440	**5113HKR**	**5113-1HKR**		1	4,10,200	Y	Y	Y	N	N	Y	Y	1¾x35	3	10	SAP
BARRACUDA (64-69), DUSTER, VALIANT, VOLARE (A & F Bodies)																	
64-66	273-340	**5208HKR**	**5208-1HKR**		1	4,27	Y	Y	Y	N	N	Y	Y	1⅝x43	2½	8	SAP
67-79	198-225	**5602HKR**	**5602-1HKR**		1	4,39	Y	N	Y	Y	Y	Y	Y	1⅝x40	2½	8	SAP
67-79	318-360	**5116HKR**	**5116-1HKR**		1	4,10,201	Y	Y	Y	Y	Y	Y	Y	1⅝x35	3	10	SAP
70-72	318-360	**5204HKR**	**5204-1HKR**		1	4,10,201	N	Y	Y	Y	Y	Y	Y	1¾x38	3	10	SA
67-69	383-440	**5205HKR**	**5205-1HKR**		1	4,84,200	Y	Y	N	Y	Y	Y	Y	1⅞x40	3½	10	SAP
67-69	383-440	**5215HKR**	**5215-1HKR**		1	4,84,200	Y	N	N	N	Y	N	Y	2x43	3½	9	SAP
RELIANT, TURISMO (K Car)																	
81-88	2.2 L	**5707HKR**	***5707-1HKR**		1	4,117	Y	Y	Y	Y	Y	Y	Y	1½x35	2½	8	SAP

PONTIAC

FIREBIRD, TRANS AM																	
70-74	250	**2602HKR**	***2602-1HKR**		1	4	N	Y	Y	N	Y	N	Y	1⅝x39	2½	8	SAP
67-69	326-455	**4107HKR**	**4107-1HKR**		1	4,126	Y	Y	Y	N	Y	N	Y	1¾x28	3	10	SAP
77-81	301	**4111HKR**	***4111-1HKR**		1	4,117,126	Y	Y	Y	N	Y	N	Y	1⅝x32	2½	8	SAP
70-81	326-455	**4109HKR**	**4109-1HKR**		1	4,126	Y	Y	Y	N	Y	N	Y	1¾x28	3	10	SAP
77-79	350-403OL	**3107HKR**	**3107-1HKR**		1	4	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
70-74	400-455HO/SD	**4202HKR**	**4202-1HKR**		1	4,151	Y	Y	Y	N	Y	N	Y	2x27	3½	10	RD
78-81	265-400CH	**2136HKR**	***2136-1HKR**		1	4,90,117,127	Y	Y	9	N	Y	N	Y	1⅝x30	3½	10	SAP
78-81	265-400CH	**2117HKR**	**2117-1HKR**		1	4,62,90,117	Y	Y	9	N	Y	N	Y	1¾x32	3	10	SAP
78-81	265-400CH	**2239HKR**	**2239-1HKR**		1	2,4,62,117	Y	Y	N	N	Y	N	Y	1⅞x29	3½	10	REC
82-92	265-400CH	**2210HKR**	**2210-1HKR**		1	4,62,117	Y	Y	Y	N	Y	N	Y	1¾x28	3	6½	SAP
82-92	265-400CH	**2138HKR**	**2138-1HKR**		1	4,31,117,127	Y	Y	Y	N	Y	N	Y	1½x28	2½	7	SAP
78-81	265-400CH	**2117HKR**	**2117-1HKR**		1	4,62,90,117	Y	Y	9	N	Y	N	Y	1¾x32	3	10	SAP
93-97	265-400	**2231HKR**	**2231-1HKR**		1	2,90,117,238	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
98-99	350 LS-1	**2253HKR**	***2253-1HKR**	**2253-2HKR**	1	4,172,234,236	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
00-02	350 LS-1	**2254HKR**	***2254-1HKR**	**2254-2HKR**	1	4,94,172,234,236	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
GRAND PRIX, LE MANS, GRAND AM (78-81), GRAND LE MANS																	
78-87	265-400CH	**2150HKR**	***2150-1HKR**		1	4,62,117	Y	Y	Y	N	N	Y	Y	1⅝x30	3	10	SAP
78-87	265-400CH	**2242HKR**	***2242-1HKR**		1	4,18,62,117	Y	Y	Y	N	N	Y	Y	1¾x30	3	10	SAP
GTO, LE MANS																	
64-67	326-455	**4106HKR**	***4106-1HKR**		1	4,126	Y	Y	N	N	Y	Y	Y	1¾x30	3	10	SAP
68-75	326-455	**4108HKR**	**4108-1HKR**		1	4,126	Y	Y	Y	N	Y	Y	Y	1¾x28	3	10	SAP
77	350-403OL	**3107HKR**	**3107-1HKR**		1	4	Y	Y	Y	N	Y	Y	Y	1¾x30	3	10	SAP
68-72	400-455HO/SD	**4201HKR**	**4201-1HKR**		1	4,151	Y	Y	N	N	Y	Y	Y	2x28	3½	10	RD
TEMPEST, LE MANS																	
64-67	326-455	**4106HKR**	**4106-1HKR**		1	4,126	Y	Y	N	N	Y	Y	Y	1 3/4x30	3	10	SAP
VENTURA, PHOENIX, GTO (74)																	
70-74	250CH	**2602HKR**	***2602-1HKR**		1	4	N	Y	Y	N	Y	Y	Y	1⅝x39	2½	8	SAP
72-74	350	**4107HKR**	**4107-1HKR**		1	4,126	Y	Y	Y	N	Y	Y	Y	1¾x28	3	10	SAP
75	Buick 350	**1103HKR**	***1103-1HKR**		1	4	Y	Y	Y	N	N	Y	Y	1¾x28	3	10	SAP
77-79	265-400CH	**2136HKR**	***2136-1HKR**		1	4,127	Y	Y	9	N	Y	Y	Y	1⅝x30	3	10	SAP
77-79	265-400CH	**2117HKR**	**2117-1HKR**		1	4,62,184	Y	Y	9	N	Y	Y	Y	1¾x31	3	10	SAP
77-79	265-400CH	**2239HKR**	**2239-1HKR**		1	4,62	Y	Y	N	N	Y	Y	Y	1⅞x29	3½	10	REC

For additional header applications see Engine Swap Section on pages 24-27

HEADER COMPATIBILITY WITH AFTERMARKET HEADS CHART

Engine	Cylinder Head / Application(s)	Painted* Part No.	Tube Dia. (in)	Tube Length (in)	Matching Collector Size (IN)	Intermediate Pipe
302W	Stock,Holley, GT40,Dart,Edelbrock and TFS Twisted Wedge Street Head	**6222HKR**	1⅝	30	3	**16764HKR**
302W	Stock,Holley, GT40,Dart,Edelbrock and TFS Twisted Wedge Street Head	**6227HKR**	1¾	30	3	N/A
302W	TFS early (Double Flange Design) and TFS Twisted Wedge Race Head	**6225HKR**	1¾	30	3	N/A
351W	Stock,Holley, GT40,Edelbrock and TFS Twisted Wedge Street Head (Double Flange Design)	**6223HKR**	1¾	30	3	N/A
351W	TFS early (Double Flange Design) and TFS Twisted Wedge Race Head	**6226HKR**	1¾	30	3	N/A
351W	Stock,Holley, GT40,Edelbrock and TFS Twisted Wedge Street Head (Double Flange Design)	**6228HKR**	2	30	3 1/2	N/A
351W	Holley TFS street heat and TFS-R Race head	**6231HKR**	2	30	3 1/2	N/A
429-460	Auto Trans Only, (Requires Use of Swap Kit #12678)	**6224HKR**	2	31	3	N/A

SUPER COMPETITION FULL LENGTH 2WD TRUCK HEADERS

TURN YOUR TRUCK OR SUV INTO A REAL "GROUND POUNDER"!

Hooker has long been known for its dominance of the drag racing circuit, but did you know that Hooker can help the off-road enthusiast scorch the deserts, mountains and swamps of the world? Hooker Headers use long tube lengths and long transition collectors to produce monstrous low-mid range torque without sacrificing top end horsepower. Each Hooker header is designed to provide the finest fit and most durable construction available on the market today.

Hooker offers a complete line of full length and emission compatible headers for the off-road enthusiast to choose from. Whether it be a rock crawling Jeep or a 1000 mile desert racer, Hooker can bring your performance expectations to a new level.

#2065HKR

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

SUPER COMPETITION

2WD CHEVY/GMC, DODGE/PLYMOUTH, FORD
& 4WD AMC/JEEP & CHEVROLET/GMC

SUPER COMPETITION FULL LENGTH 2WD TRUCK HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	TRANSMISSION A/C	TRANSMISSION STANDARD/ AUTO COL	TRANSMISSION STANDARD/ AUTO FLCOL	TRANSMISSION STANDARD/ AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CHEVROLET / GMC															
EL CAMINO, CABALLERO, SPRINT															
64-75	265-400	**2124HKR**	**2124-1HKR**	3	4,127	Y	Y	9	N	Y	Y	Y	1 5/8x31	3	10	SAP
64-75	265-400	**2116HKR**	**2116-1HKR**	3	4,62,211	Y	Y	N	N	Y	Y	Y	1 3/4x31	3	10	SAP
78-87	265-400	**2150HKR**	**2150-1HKR**	3	4,62,117	Y	Y	Y	N	N	Y	Y	1 5/8x30	3	10	SAP
78-87	265-400	**2242HKR**	**2242-1HKR**	3	4,18,62,117	Y	Y	Y	N	N	Y	Y	1 3/4x30	3	10	SAP
64-74	396-502	**2118HKR**	**2118-1HKR**	3	4,20,184	Y	Y	Y	N	Y	Y	Y	1 3/4x30	3	10	SAP
64-67	396-502	**2213HKR**	**2213-1HKR**	3	4,20,184	Y	Y	N	N	Y	Y	Y	2x34	3 1/2	10	SAP
68-74	396-502	**2250HKR**	**2250-1HKR**	3	4,184	Y	Y	Y	N	Y	Y	Y	1 7/8x35	3 1/2	10	SAP
68-74	396-502	**2217HKR**	**2217-1HKR**	3	4,184	Y	Y	Y	N	Y	Y	Y	2x35	3 1/2	10	SAP
BLAZER/YUKON, JIMMY, SUBURBAN, 1-TON CREW CAB															
69-91	265-400	**2808HKR**	**2808-1HKR**	3	4,117,127	Y	Y	9	Y	Y	Y	Y	1 5/8x30	2 1/2	8	SAP
68-91	265-400	**2840HKR**	**2840-1HKR**	3	4,62,117	Y	Y	Y	Y	Y	Y	Y	1 3/4x28	3	10	SAP
92-98	265-400	**2806HKR**	**2806-1HKR**	3	4,62,92	Y	Y	Y	N	N	Y	Y	1 3/4x32	3	8	SAP
69-91	396-502	**2826HKR**	**2826-1HKR**	3	4,117	Y	Y	Y	Y	Y	Y	Y	1 7/8x35	3	10	SAP
68-91	396-502	**2841HKR**	**2841-1HKR**	3	4	Y	Y	Y	Y	Y	Y	N	2x35	3 1/2	10	SAP
69-91	396-502	**2848HKR**	**2848-1HKR**	3	4,89,92	Y	Y	Y	N	N	Y	Y	1 7/8x32	3	10	SAP
92-98	396-502	**2847HKR**	**2847-1HKR**	3	4,89,92	Y	Y	Y	N	N	Y	Y	2x32	3 1/2	10	SAP
92-95	305-350	**2065HKR**	***2065-1HKR**	1	205,206,207,215	Y	Y	Y	N	N	Y	Y	1 5/8	3	3	SAP
1/2, 3/4, 1-TON TRUCK															
55-59	265-400	**2819HKR**	**2819-1HKR**	3	4,62	N	N	N	Y	Y	Y	Y	1 5/8x32	3	8	SAP
63-67	265-400	**2801HKR**	**2801-1HKR**	3	4,62	Y	Y	9	Y	Y	Y	Y	1 5/8x30	2 1/2	8	SAP
68-87	265-400	**2808HKR**	**2808-1HKR**	3	4,117,127	Y	Y	9	Y	Y	Y	Y	1 5/8x30	2 1/2	8	SAP
68-87	265-400	**2840HKR**	**2840-1HKR**	3	4,62,117	Y	Y	9	Y	Y	Y	Y	1 3/8 4x28	3	10	SAP
68-87	396-402	**2826HKR**	**2826-1HKR**	3	4,117	Y	Y	Y	Y	Y	Y	Y	1 7/8x35	3	10	SAP
68-87	396-402	**2841HKR**	**2841-1HKR**	3	4	Y	Y	Y	Y	Y	Y	N	2x35	3 1/2	10	SAP
NEW 1500, 2500, 3500 TRUCK															
NEW 99-05	4.8/5.3/6.0 Big Tube	**2850HKR**	**2850-1HKR**	3	5,272	Y	Y	Y	Y	Y	Y	Y	1 5/8	3	6	SAP
99-05	4.8/5.3/6.0 Small Tube	**2851HKR**	**2851-1HKR**	3	5,272	Y	Y	Y	Y	Y	Y	Y	1 3/4	3	6	SAP
			16785HKR	3	Y-pipe for 2850HKR & 282HKR										
88-98	265-400	**2806HKR**	**2806-1HKR**	3	4,62,90,92	Y	Y	Y	N	N	Y	Y	1 3/4x32	3	8	SAP
S-10, S-10 BLAZER, S-15, S-15 JIMMY															
88-93	V6 4.3L	**2842HKR**	***2842-1HKR**	3	4	Y	Y	Y	Y	Y	Y	Y	1 5/8x26	2 1/2	5 1/2	SAP
DODGE / PLYMOUTH															
D-100, D-200, D-300 CAMPER SPECIAL															
72-87	6 CYL	**5834HKR**	***5834-1HKR**	3	4	Y	Y	Y	Y	Y	Y	N	1 1/2x26	2 1/8	5	SAP
72-93	318-360	**5811HKR**	***5811-1HKR**	3	4,10,117,201	Y	Y	Y	N	Y	Y	N	1 5/8x33	2 1/2	8	SAP
67-71	383	**5810HKR**	***5810-1HKR**	3	4,200	Y	Y	Y	N	N	Y	Y	1 3/4x32	2 1/2	8	SAP
72-78	400-440	**5810HKR**	***5810-1HKR**	3	4,200	Y	Y	Y	Y	Y	Y	Y	1 3/4x32	2 1/2	8	SAP

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION FULL LENGTH 2WD TRUCK HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	TRANSMISSION STANDARD/ AUTO P/S	P/B	A/C	COL	FL	COL	FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
DAKOTA, DURANGO																
87-91	318-360	**5803HKR**	**5803-1HKR**	◊	4,10,117,201	Y	Y	Y	N	N	Y	Y	1⅝x33	3	10	SAP
RAMPAGE																
82-84	2.2L	**5707HKR**	***5707-1HKR**	◊	4,117	Y	Y	Y	N	Y	N	Y	1½x35	2½	8	SAP
FORD																
RANGER																
83-91	2300cc	**6837HKR**	***6837-1HKR**	◊	4,117	Y	Y	Y	N	Y	Y	Y	1½x34	2½	8	SAP
F-100, F-150, F-250, F-350																
65-93	240-300	**6823HKR**	***6823-1HKR**	◊	4,42,117	Y	Y	Y	Y	Y	Y	Y	1⅝x36	2½	6	SAP
80-95	255-302W	**6829HKR**	**6829-1HKR**	◊	4,49,117	Y	Y	Y	N	Y	Y	Y	1½x34	2½	6	SAP
80-95	351W	**6838HKR**	**6838-1HKR**	◊	4,49,117	Y	Y	Y	Y	Y	Y	N	1½x34	2½	6	SAP
80-85	351-400M	**6827HKR**	***6827-1HKR**	◊	4,117	Y	Y	Y	Y	Y	Y	N	1¾x33	2½	8	SAP
65-76	352-390	**6809HKR**	**6809-1HKR**	◊	4	Y	Y	Y	Y	Y	Y	Y	1¾x26	2½	10	SAP
73-79	460	**6811HKR**	**6811-1HKR**	◊	4	Y	Y	Y	N	N	Y	Y	1⅞x37	3	8	SAP
80-87	460	**6839HKR**	***6839-1HKR**	◊	4,117	Y	Y	Y	Y	Y	Y	Y	1⅞x30	3	8	SAP
F-250, F-350																
88-95	460	**6842HKR**	**6842-1HKR**	◊	4,35,113	Y	Y	Y	N	Y	Y	N	1⅞x30	3	8	SAP

SUPER COMPETITION FULL LENGTH 4WD TRUCK HEADERS

AMC / JEEP

JEEP CJ5, CJ6, CJ7																
72-80	304-401	**9820HKR**	***9820-1HKR**	◊	2,4,84,123,141	Y	Y	N	Y	Y	Y	Y	1¾x29	3	8	SAP
72-80	304-401	**9829HKR**	***9829-1HKR**	◊	4,123	Y	Y	Y	N	Y	Y	N	1¾x27	3	6½	SAP
72-86	265-400CH	**9825HKR**	**9825-1HKR**	◊	4,62,84,137,141	Y	N	N	Y	Y	Y	Y	1¾x31	3	10	SAP
JEEP WRANGLER																
87-90	258	**9828HKR**	***9828-1HKR**	◊	14,40,73,90,117	Y	Y	N	N	Y	N	N	1⅝x26	2½	12	SAP
SCRAMBLER																
81	304	**9820HKR**	***9820-1HKR**	◊	2,4,84,123,141	Y	Y	Y	Y	Y	N	Y	1¾x29	3	8	SAP

CHEVROLET / GMC

BLAZER, CARRYALL / JIMMY, YUKON, SUBURBAN, 1-TON CREW CAB, TAHOE 2 DOOR																
69-91	265-400	**2827HKR**	**2827-1HKR**	◊	4,117,127	Y	Y	9	N	Y	Y	N	1⅝x28	2½	8	SAP
92-98	265-400	**2806HKR**	**2806-1HKR**	◊	4,62,90,92,278	Y	Y	Y	N	N	Y	N	1¾x32	3	8	SAP
83-91	396-502	**2817HKR**	**2817-1HKR**	◊	2,4,90,117,167	Y	Y	Y	N	Y	Y	N	1⅞x31	3	10	SAP
92-95	396-502	**2849HKR**	**2849-1HKR**	◊	2,4,89,90,92	Y	Y	Y	N	N	Y	N	1⅞x30	3	10	SAP

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

SUPER COMPETITION

4WD CHEVROLET.GMC, DODGE, FORD, INTERNATIONAL, PLYMOUTH & MOTOR HOMES

SUPER COMPETITION FULL LENGTH 4WD TRUCK HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ AUTO COL	TRANSMISSION STANDARD/ AUTO FL	TRANSMISSION STANDARD/ AUTO COL	TRANSMISSION STANDARD/ AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CHEVROLET / GMC																
1/2, 3/4, 1-TON TRUCK																
67-87	265-400	**2827HKR**	**2827-1HKR**	1	4,117,127	Y	Y	9	N	Y	Y	N	1 5/8 x 28	2½	8	SAP
83-87	396-502	**2817HKR**	**2817-1HKR**	1	4,90,117,167	Y	Y	Y	N	Y	Y	N	1 7/8 x 31	3	10	SAP
1500, 2500, 3500 TRUCK																
88-98	265-400	**2806HKR**	**2806-1HKR**	1	4,62,90,92,278	Y	Y	Y	N	N	Y	N	1 3/4 x 32	3	8	SAP
88-93	396-502	**2849HKR**	**2849-1HKR**	1	4,89,90,92	Y	Y	Y	N	N	Y	N	1 7/8 x 30	3	10	SAP
DODGE																
RAMCHARGER																
74-93	318-360	**5811HKR**	***5811-1HKR**	1	10,117,201	Y	Y	Y	Y	Y	Y	Y	1 5/8x33	2½	8	SAP
74-78	400-440	**5809HKR**	***5809-1HKR**	1	200	Y	Y	Y	Y	Y	Y	Y	1 3/4x29	2½	8	SAP
W-100, W-200																
72-87	6 CYL	**5834HKR**	***5834-1HKR**	1	4	Y	Y	Y	Y	Y	Y	Y	1½x26	2⅛	5	SAP
72-93	318-360	**5811HKR**	***5811-1HKR**	1	4,10,117,201	Y	Y	Y	Y	Y	Y	Y	1 5/8x33	2½	8	SAP
67-71	383	**5809HKR**	***5809-1HKR**	1	4,200	Y	Y	Y	N	N	Y	Y	1 3/4x29	2½	8	SA
75-78	400-440	**5809HKR**	***5809-1HKR**	1	4,200	Y	Y	Y	Y	Y	Y	Y	1 3/4x29	2½	8	SAP
FORD																
BRONCO																
65-93	4.9L 6 CYL	**6823HKR**	***6823-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1 5/8x36	2½	6	SAP
66-77	302W	**9814HKR**		1	49,84,141	Y	Y	Y	Y	Y	Y	Y	1 5/8x37	3	10	SAP
80-93	302W	**6829HKR**	**6829-1HKR**	1	4,49,117	Y	Y	Y	N	Y	Y	Y	1½x34	2½	6	SAP
80-93	351W	**6838HKR**	**6838-1HKR**	1	4,49,117	Y	Y	Y	Y	Y	Y	Y	1½x34	2½	6	SAP
78-79	351-400M	**6832HKR**	***6832-1HKR**	1	4	Y	Y	Y	N	Y	Y	Y	1 3/4x29	2½	10	SAP
80-85	351-400M	**6827HKR**	***6827-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1 3/4x33	2½	8	SAP
BRONCO II, RANGER																
83-93	4 CYL	**6837HKR**	***6837-1HKR**	1	4,117	Y	Y	Y	N	Y	N	Y	1½x34	2½	8	SAP
F-100, F-150																
65-93	4.9L 6 CYL	**6823HKR**	***6823-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1 5/8x36	2½	6	SAP
86-96	302 EFI	**6050HKR**	***6050-1HKR**	1	4,49,90,189	Y	Y	Y	Y	Y	Y	Y	1 5/8x14	3	3	SAP
80-93	302W	**6829HKR**	**6829-1HKR**	1	4,117	Y	Y	Y	N	Y	Y	Y	1½x34	2½	6	SAP
88-96	351W	**6843HKR**	**6843-1HKR**	1	90,113,168,218	Y	Y	Y	N	Y	Y	N	1 5/8x17	3	3	SAP
80-93	351W	**6838HKR**	**6838-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1½x34	2½	6	SAP
77-79	351-400M	**6832HKR**	***6832-1HKR**	1	4	Y	Y	Y	N	Y	Y	Y	1 3/4x29	2½	10	SAP
80-85	351-400M	**6827HKR**	***6827-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1 3/4x33	2½	8	SAP

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION FULL LENGTH 4WD TRUCK HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
F-250, F-350																
65-91	4.9L 6 CYL	**6823HKR**	***6823-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1 5/8x36	2 1/2	6	SAP
86-96	302 EFI	**6050HKR**	***6050-1HKR**	1	49,89	Y	Y	Y	Y	Y	Y	Y	1 5/8x14	3	3	SAP
80-95	302W	**6829HKR**	**6829-1HKR**	1	4,49,117	Y	Y	Y	N	Y	Y	Y	1 1/2x34	2 1/2	6	SAP
88-96	351W	**6843HKR**	**6843-1HKR**	1	49,168,218	Y	Y	Y	N	Y	Y	N	1 5/8x14	3	3	SAP
80-95	351W	**6838HKR**	**6838-1HKR**	1	4,49,117	Y	Y	Y	Y	Y	Y	Y	1 1/2x34	2 1/2	6	SAP
77 1/2-79	351-400M	**6832HKR**	***6832-1HKR**	1	4	Y	Y	Y	N	Y	Y	Y	1 3/4x29	2 1/2	10	SAP
80-85	351-400M	**6827HKR**	***6827-1HKR**	1	4,90,117	Y	Y	Y	Y	Y	Y	Y	1 3/4x33	2 1/2	8	SAP
67-76	352-390	**6808HKR**	**6808-1HKR**	1	4,163,224	Y	Y	Y	N	Y	Y	Y	1 3/4x31	2 1/2	10	SAP
83-87	460	**6839HKR**	***6839-1HKR**	1	4,117	Y	Y	Y	Y	Y	Y	Y	1 7/8x30	3	8	SAP
88-95	460	**6842HKR**	**6842-1HKR**	1	3,4,35,113	Y	Y	Y	N	Y	Y	N	1 7/8x30	3	8	SAP

INTERNATIONAL / TRAVELALL

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
SCOUT II																
72-80	304-345	**9826HKR**	***9826-1HKR**	1	4,30	Y	Y	Y	N	Y	N	Y	1 5/8x32	2 1/2	8	REC

PLYMOUTH

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
TRAILDUSTER																
74-93	318-360	**5811HKR**	***5811-1HKR**	1	4,10,117,201	Y	Y	Y	Y	Y	Y	Y	1 5/8x33	2 1/2	8	SAP
74-78	400-440	**5809HKR**	***5809-1HKR**	1	4,200	Y	Y	Y	Y	Y	Y	Y	1 3/4x29	2 1/2	8	SAP

SUPER COMPETITION FULL LENGTH VAN & MOTOR HOME HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE

DODGE / PLYMOUTH

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	TRANSMISSION STANDARD/ FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
VANS, MINI-MOTORHOME - CLASS C																
76-78	440	**5812HKR**		1	4,200	Y	Y	Y	N	N	Y	Y	1 7/8x40	3	10	SAP
MOTORHOME (DODGE CHASSIS) - CLASS A																
73-80	440	**5815HKR**		1	4,200	Y	Y	Y	Y	Y	Y	Y	1 7/8x36	3	8	SAP

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

SUPER COMPETITION
AMERICAN MOTORS, CHEVROLET/GMC, DATSUN/NISSAN, DODGE & FORD/MERCURY ENGINE SWAP

SUPER COMPETITION ENGINE SWAP HEADERS

Hooker has a complete line of engine swap headers, front frame mounts and transmission mounts for popular engine swaps. Available for Chevy, Chrysler & Ford small block and big block engines. Hooker swap headers and mounts are designed to provide an exact fit when used together. Hooker swap headers add the extra horsepower and torque the serious enthusiast demands. Hooker Headers are the best single improvement you can make.

#2244-1HKR

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	VIBRATORY POLISHED STAINLESS	EMISSION CODE	FOOTNOTES	TRANSMISSION P/S	P/B	A/C	STANDARD/ AUTO COL	STANDARD/ AUTO FL	COL	FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
AMERICAN MOTORS																	
JEEP CJ5, CJ6, CJ7 - CHEVY V8																	
55-71	265-400	***9810HKR**	***9810-1HKR**		◈	52,62,84,141	N	N	N	Y	Y	N	N	1¾x30	3	10	SAP
72-86	265-400	**9825HKR**	**9825-1HKR**		◈	62,84,137,141	Y	N	N	Y	Y	Y	Y	1¾x32	3	10	SAP
BUICK																	
REGAL - CHEVY V8																	
78-87	396-502	**2241HKR**	**2241-1HKR**		◈	4,145	Y	Y	Y	N	N	Y	Y	2x30	3½	10	SAP
SKYHAWK - CHEVY V8																	
75-79	265-400	**2129HKR**	**2129-1HKR**		◈	18,37,38,62,82	N	N	N	N	Y	N	Y	1¾x31	3	10	SAP
75-79	396-502	**2240HKR**	***2240-1HKR**		◈	4,38,54,81	N	N	N	N	Y	N	Y	2⅛x33	3½	10	RD
CHEVROLET / GMC																	
BLAZER, JIMMY (4 WD)																	
69-91	396-502	**2817HKR**	**2817-1HKR**		◈	90,117,121,167	Y	Y	Y	Y	Y	Y	Y	1⅞x31	3	10	SAP
S-10, S-10 BLAZER, S-15, S-15 JIMMY (2 WD)																	
82-93	265-400	**2837HKR**	**2837-1HKR**		◈	18,117,127,146	Y	Y	Y	N	N	Y	Y	1⅝x34	2½	8	SAP
S-10, S-10 BLAZER, S-15, S-15 JIMMY (4 WD)																	
82-93	265-400	**2839HKR**	**2839-1HKR**		◈	62,90,106,110,117	Y	Y	Y	N	N	Y	Y	1⅝x33	3	8	SAP
73-91	396-502	**2454HKR**	**2454-1HKR**	**2454-2HKR**	◈	62,90,106,110,117	Y	Y	Y	N	N	Y	Y	1⅝x33	3	8	SAP
1/2, 3/4 TON TRUCK (4WD)																	
67-87	396-502	**2817HKR**	**2817-1HKR**		◈	90,117,121,167	Y	Y	Y	Y	Y	Y	Y	1⅞x31	3	10	SAP
CAMARO																	
73-81	396-502	**2118HKR**	**2118-1HKR**		◈	4,148,184,267	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
73-81	396-502	**2250HKR**	**2250-1HKR**		◈	4,148,184,267	Y	Y	Y	N	Y	N	Y	1⅞x35	3½	10	SAP
73-81	396-502	**2217HKR**	**2217-1HKR**		◈	4,148,184,267	Y	Y	Y	N	Y	N	Y	2x35	3½	10	SAP
73-81	396-502	**2287HKR**	**2287-1HKR**		◈	4,148,184,267	Y	Y	N	N	Y	N	Y	2⅛x32	3½	10	RD
82-92	396-502	**2226HKR**	**2226-1HKR**		◈	4,145,265	Y	Y	Y	N	Y	N	Y	1⅞x30	3	16	SAP

SUPER COMPETITION ENGINE SWAP HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD COL	TRANSMISSION STANDARD FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CHEVROLET / GMC																
CHEVELLE, MALIBU, EL CAMINO																
75-77	396-502	**2118HKR**	**2118-1HKR**	3	4,92148,184,266	Y	Y	Y	Y	Y	Y	Y	1¾x30	3	10	SAP
75-77	396-502	**2250HKR**	**2250-1HKR**	3	4,148,184,266	Y	Y	Y	Y	Y	Y	Y	1⅞x35	3½	10	SAP
75-77	396-502	**2217HKR**	**2217-1HKR**	3	2,4,148,184,266	Y	Y	Y	Y	Y	Y	Y	2x35	3½	10	SAP
78-87	396-502	**2241HKR**	**2241-1HKR**	3	4,145,266	Y	Y	Y	N	N	Y	Y	2x30	3½	10	SAP
CHEVY II, NOVA																
62-67	396-502	**2280HKR**	**2280-1HKR**	3	4,84	N	N	N	N	Y	Y	Y	2x33	3½	8	SAP
73-75	396-502	**2111HKR**	**2111-1HKR**	3	4,148,184	Y	Y	N	N	Y	Y	Y	1⅞x33	3½	10	SAP
73-75	396-502	**2205HKR**	**2205-1HKR**	3	4,148,184	Y	Y	Y	N	Y	Y	Y	2x33	3½	10	SAP
73-75	396-502	**2285HKR**	**2285-1HKR**	3	4,148,184	N	Y	N	N	Y	Y	Y	2⅛x36	3½	10	RD
PASSENGER, WAGONS																
55-57	396-502	**2227HKR**	**2227-1HKR**	1	4,103,232	N	N	N	N	Y	Y	Y	2⅛x33	3½	10	RD
55-57	396-502	**2244HKR**	***2244-1HKR**	1	4,111,229,232	N	N	N	N	Y	Y	Y	1⅞x33	3½	10	SAP
58-64	396-502	**2201HKR**	**2201-1HKR**	1	4,18	Y	Y	N	N	Y	N	Y	2⅛x35	3½	10	RD
CORVETTE																
63-82	396-502	**2123HKR**	**2123-1HKR**	3	4,184	Y	Y	Y	N	Y	N	Y	1⅞x30	3	8	SAP
63-82	396-502	**2225HKR**	**2225-1HKR**	3	4,184	Y	Y	N	N	Y	N	Y	2⅛x30	3½	10	RD
LUV - CHEVY V8 (58 AND LATER SMALL BLOCK) (2WD)																
72-80	265-400	**2140HKR**	***2140-1HKR**	3	14,30,96,127	N	N	N	N	Y	N	Y	1¾x34	3	10	SAP
MONTE CARLO, EL CAMINO, MALIBU, CABALLERO																
78-87	396-502	**2241HKR**	**2241-1HKR**	3	4,145	Y	Y	Y	N	N	Y	Y	2x30	3½	10	SAP
MONZA, VEGA - CHEVY V8																
71-80	265-400	**2129HKR**	**2129-1HKR**	3	18,37,38,62,82	N	N	N	N	Y	N	Y	1¾x31	3	10	SAP
71-80	396-502	**2240HKR**	**2240-1HKR**	3	4,38,54,81	N	N	N	N	Y	N	Y	2⅛x33	3½	10	RD
DATSUN / NISSAN																
240, 260, 280Z - Chevy V8																
70-78	265-400	**2147HKR**	***2147-1HKR**	3	4,118,119,127	N	Y	Y	N	Y	N	Y	1⅝x30	2½	7	SAP
DODGE																
ASPEN, DART, DEMON, DIPLOMAT, SWINGER (A Bodies)																
70-75	383-440	**5205HKR**	**5205-1HKR**	3	4,84,200	Y	Y	N	N	Y	Y	Y	1⅞x40	3½	10	SAP
70-75	383-440	**5215HKR**	**5215-1HKR**	3	4,84,200	Y	N	N	N	Y	Y	Y	2x43	3½	9	SAP
FORD / MERCURY																
BRONCO, F-150 (77½-79) (4WD)																
78-79	429-460	**6841HKR**	**6841-1HKR**	3	4,132,140	Y	Y	Y	Y	Y	Y	Y	1⅞x30	3	8	SAP

SUPER COMPETITION
FORD/MERCURY, OLDSMOBILE, PLYMOUTH & PONTIAC ENGINE SWAP

SUPER COMPETITION ENGINE SWAP HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD/ COL	STANDARD/ FL	AUTO COL	AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CAPRI																
79-86	351W	**6223HKR**	**6223-1HKR**	◈	4,49,69,117	Y	Y	Y	N	Y	N	Y	1 3/4x30	3	8	(16)
79-86	351W(TFS)	**6226HKR**	***6226-1HKR**	◈	44,67,117,197	Y	Y	Y	N	Y	N	Y	1 3/4x30	3	8	(16)
79-86	429-460	**6224HKR**	**6224-1HKR**	◈	4,59,117,165	Y	Y	Y	N	N	N	Y	2x31	3 1/2	10	SAP
79-86	351W	**6228HKR**	**6228-1HKR**	◈	4,69,205	Y	Y	Y	N	Y	N	Y	2x30	3 1/2	10	SAP
79-86	351W(TFSR)	**6231HKR**	**6231-1HKR**	◈	4,69	Y	Y	Y	N	Y	N	Y	2x30	3 1/2	10	RD
BRONCO II, RANGER (2WD)																
83-95	289-302	**6802HKR**	**6802-1HKR**	◈	44,61,63,68,166	Y	Y	Y	N	Y	Y	Y	1 5/8x28	3	10	SAP
PICKUP TRUCK F-250 (4WD)																
67-77	429-460	**6824HKR**	***6824-1HKR**	◈	4,125,132,139	Y	Y	Y	Y	Y	Y	Y	1 7/8x34	3	10	SAP
77 1/2-79	429-460	**6841HKR**	**6841-1HKR**	◈	4,132,140,262	Y	Y	Y	Y	Y	Y	Y	1 7/8x30	3	8	SAP
80-87	429-460	**6839HKR**	***6839-1HKR**	◈	4,117,134	Y	Y	Y	Y	Y	Y	N	1 7/8x30	3	9	SAP
MUSTANG / COUGAR																
67-69	Boss 302	**6209HKR**	**6209-1HKR**	◈	4,29,44,116	83	Y	Y	N	Y	N	N	1 7/8x36	3 1/2	10	SAP
67-69	351-C	**6210HKR**	**6210-1HKR**	◈	4,29,44,116	N	Y	Y	N	Y	N	Y	1 7/8x36	3 1/2	10	SAP
64-70	351W	**6208HKR**	**6208-1HKR**	◈	4,49,175	83	Y	Y	N	Y	N	Y	1 3/4x32	3	8	SAP
MUSTANG																
79-93	351W	**6223HKR**	**6223-1HKR**	◈	4,49,69,117	Y	Y	Y	N	Y	N	Y	1 3/4x30	3	8	(16)
79-93	351W(TFS)	**6226HKR**	***6226-1HKR**	◈	4,44,67,117,197	Y	Y	Y	N	Y	N	Y	1 3/4x30	3	8	(16)
79-93	429-460	**6224HKR**	**6224-1HKR**	◈	4,59,117,165	Y	Y	Y	N	N	N	Y	2x31	3 1/2	10	SAP
94-95	351W	**6133HKR**	***6133-1HKR**	◈	4,57,68,90	Y	Y	Y	N	Y	N	Y	1 5/8x12	3	3	SAP
79-93	351W	**6228HKR**	**6228-1HKR**	◈	4	Y	Y	Y	N	Y	N	Y	2x30	3 1/2	10	SAP
79-93	351W(TFSR)	**6231HKR**	**6231-1HKR**	◈	4	Y	Y	Y	N	Y	N	Y	2x30	3 1/2	10	SAP
PINTO - WINDSOR V8																
71-73	289-302	**6160HKR**	***6160-1HKR**	◈	8,27,44,49,65	N	N	N	N	Y	N	Y	1 5/8x42	2 1/2	8	SAP
74-80	289-302	**6161HKR**	***6161-1HKR**	◈	8,27,44,49	N	N	N	N	Y	N	Y	1 5/8x38	3	10	SAP
74-80	351W	**6163HKR**		◈	8,27,44,49	N	N	N	N	Y	N	Y	1 5/8x38	3	10	SAP

OLDSMOBILE

CUTLASS - CHEVY V8																
78-87	396-502	**2241HKR**	**2241-1HKR**	◈	4,145		Y	Y	Y	N	N	Y	Y	2x30	3 1/2	10	SAP
CUTLASS - (will not fit with Cutlass Supreme)																
78-87	400-455	**3203HKR**	**3203-1HKR**	◈	4,18		Y	Y	Y	N	N	Y	Y	1 7/8x31	3 1/2	10	SAP
				◈												
STARFIRE - CHEVY V8																
75-79	265-400	**2129HKR**	**2129-1HKR**	◈	18,37,38,62,82		N	N	N	N	Y	N	Y	1 3/4x31	3	10	SAP
75-79	396-502	**2240HKR**	***2240-1HKR**	◈	38,54,81		N	N	N	N	Y	N	Y	2 1/8x33	3 1/2	10	RD

SUPER COMPETITION ENGINE SWAP HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD COL	TRANSMISSION STANDARD FL	TRANSMISSION AUTO COL	TRANSMISSION AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
PLYMOUTH																
DUSTER, VALIANT, VOLARE (A Bodies)																
70-75	383-440	**5205HKR**	**5205-1HKR**	◈	4,84,200	Y	Y	N	Y	Y	Y	Y	1⅞x40	3½	10	SAP
70-75	383-440	**5215HKR**	**5215-1HKR**	◈	4,84,200	Y	N	N	N	Y	Y	Y	2x43	3½	9	SAP
PONTIAC																
ASTRE, SUNBIRD - CHEVY V8																
75-79	265-400	**2129HKR**	**2129-1HKR**	◈	18,37,38,62,82	N	N	N	N	Y	N	Y	1¾x31	3	10	SAP
75-79	396-502	**2240HKR**	***2240-1HKR**	◈	4,38,54,81	N	N	N	N	Y	N	Y	2⅛x33	3½	10	RD
FIREBIRD, TRANS AM - CHEVY V8																
70-81	396-502	**2118HKR**	**2118-1HKR**	◈	4,148	Y	Y	Y	N	Y	N	Y	1¾x30	3	10	SAP
70-81	396-502	**2250HKR**	**2250-1HKR**	◈	4,148	Y	Y	Y	N	Y	N	Y	1⅞x35	3½	10	SAP
70-81	396-502	**2217HKR**	**2217-1HKR**	◈	4,148,184	Y	Y	Y	N	Y	N	Y	2x35	3½	10	SAP
70-81	396-502	**2287HKR**	**2287-1HKR**	◈	4,148,184	Y	Y	N	N	Y	N	Y	2⅛x32	3½	10	RD
82-92	396-502	**2226HKR**	**2226-1HKR**	◈	4,145	Y	Y	Y	N	Y	N	Y	1⅞x30	3	16	SAP
GRAND PRIX - Chevy V8																
78-87	396-502	**2241HKR**	**2241-1HKR**	◈	4,145	Y	Y	Y	N	N	Y	Y	2x30	3½	10	SAP

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

SUPER COMPETITION
ENGINE SWAP MOUNTS

SUPER COMPETITION ENGINE SWAP MOUNTS

#12678HKR
79-93 Ford Mustang
Big Block V-8 Engine Swap Mount

#12677HKR
67-79 Ford F250 4WD 429-460
Engine Location Kit

#12679HKR
83-94 Ranger/Bronco II 2WD
Ford Small Block Engine Swap Mount Kit

#12601HKR
71-74 Chevy Monza, Vega 265-400
Front Frame Mounts

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION ENGINE SWAP MOUNTS

Vehicle	Years	Front Frame Mounts	Manual, TH 350, or Powerglide Trans Mounts	Turbo 400 Trans Mounts
BUICK V-6 ENGINE SWAP				
Chevrolet				
Luv	72-80		**12630HKR** (14)	
Oldsmobile				
Starfire	75-78		**12635HKR** (97)	
Pontiac				
Astre / Sunbird	75-78		**12635HKR** (97)	
CHEVY V-8 (SMALL BLOCK) ENGINE SWAP				
Buick				
Skyhawk	75	**12608HKR**		
Chevrolet / GMC				
Luv (2WD)	72-80	**12606HKR**	**12630HKR** (14)	
Monza, Vega	71-74	**12601HKR**	**12601HKR**	**12601HKR**
	75	**12608HKR**		
	76-80	**12608HKR**	**12635HKR** (38)	
S-10 / S-15 (2WD)	82-93	**12609HKR** (239)		**12649HKR**
S-10 Blazer / S-15 Jimmy(4WD)	82-93	**12610HKR** (240)		
Datsun / Nissan				
240, 260, 280Z	70-72	**12651HKR**		
	73-78	**12651HKR**		
Oldsmobile				
Starfire	75	**12608HKR**		
	76-79	**12608HKR**	**12635HKR** (38)	
Pontiac				
Astre, Sunbird	75	**12608HKR**		
	76-79	**12608HKR**	**12635HKR** (38)	
CHEVY V-8 (BIG BLOCK) ENGINE SWAP				
Buick				
Skyhawk	75	**12603HKR**		
	76-79	**12603HKR**	**12635HKR** (38)	
Chevrolet				
Monza, Vega	71-74	**12603HKR**		
	75	**12603HKR**	**12635HKR** (38)	
	76-80	**12603HKR**	**12635HKR** (38)	
Oldsmobile				
Starfire	75	**12603HKR**		
	76-79	**12603HKR**	**12635HKR** (38)	
Pontiac				
Astre, Sunbird	75	**12603HKR**		
	76-79	**12603HKR**	**12635HKR** (38)	

Model	Years	Front Frame Mounts	Manual Trans Mounts	Borg-Warner C-4 Trans Mounts
FORD V-8 (SMALL BLOCK) ENGINE SWAP				
Ranger, Bronco II (2WD)	83-94	**12679HKR** (166)		
FORD V-8 (BIG BLOCK) ENGINE SWAP				
Mustang	79-93	**12678HKR** (165)		
Pickup (4WD)	67-79	**12677HKR** (132)		

Footnotes can be found on Pages 68 & 69

SUPER COMPETITION
BLOCK HUGGER
& SIDEMOUNT

SUPER COMPETITION BLOCK HUGGER HEADERS

Street Rod/Universal SUPER COMPETITION headers are great for 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 where frame rails are close to the engine block. Stock motor mounts can be used. Because the collector exits parallel with the oil pan rail, maximum ground clearance is allowed. These headers come complete with gaskets, header bolts and collector reducers. These headers come available in chrome, high heat resistant black paint or Hookers Metallic Ceramic Thermal Barrier Coating.

#2101HKR (CHROME)

#2001HKR (CERAMIC COATED)

#2100HKR (BLACK)

	ENGINES	PART N0.	TUBE FINISH	EMISSION CODE	FOOTNOTES	TUBE SIZE & LENGTH O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CHEVROLET									
	262-400	**2100HKR**	Black	◇	120,127,269	1⅝	2½	4	RD
NEW	262-400	**2100-2HKR**	Stainless	◇	120,127,269	1⅝	2½	4	RD
	262-400	**2101HKR**	Chrome	◇	120,127,269	1⅝	2½	4	RD
	262-400	**2200HKR**	Elite Stainless	◇	120,127,269	1⅝	2½	4	RD
	262-400	**2001HKR**	Coated	◇	120,127,269	1⅝	2½	4	RD
NEW	350 LS1	**2312HKR**	Black	◇	268	1⅝	3	6	SAP
NEW	350 LS1	**2313HKR**	Coated	◇	268	1⅝	3	6	SAP
NEW	350 LS1	**2314HKR**	Stainless	◇	268	1⅝	3	6	SAP
NEW	350 LS1	**2315HKR**	Chrome	◇	268	1⅝	3	6	SAP
	396-502	**2180HKR**	Black	◇	269	1⅞	2½	4	SAP
NEW	396-502	**2180-2HKR**	Stainless	◇	269	1⅞	2½	4	SAP
	396-502	**2181HKR**	Chrome	◇	269	1⅞	2½	4	SAP
	396-502	**2183HKR**	Coated	◇	269	1⅞	2½	4	SAP
FORD									
	255-302W	**6000HKR**	Black	◇	49	1⅝	2½	4	SAP
	255-302W	**6001HKR**	Chrome	◇	49	1⅝	2½	4	SAP
	255-302W	**6003HKR**	Coated	◇	49	1⅝	2½	4	SAP

BLOCK HUGGER HEADERS FOR FAST BURN CHEVY (D-PORT) HEADS

FEATURES:
- Mandrel bent tuned-length primary tubes
- Tight-tuck tube design
- Collector exit is parallel with oil pan for maximum ground clearance
- Superior welds
- Increased horsepower and torque for the street
- Long lasting durability and exceptional appearance
- Available in chrome, high heat resistant black paint, polished stainless steel or Hooker's Metallic Ceramic Thermal Barrier Coating

PART #	APPLICATION	FOOTNOTE
2300HKR	Chevy Fast Burn Heads, painted	269
2301HKR	Chevy Fast Burn Heads, ceramic	269
2302HKR	Chevy Fast Burn Heads, polished stainless	269
2303HKR	Chevy Fast Burn Heads, chrome	269

NOTE: Block Hugger headers will not fit any factory application with side engine mounts including 63-82 Corvette.

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION SIDEMOUNT HEADERS

Super Competition Sidemount headers deliver the most aggressive style and performance for your early Corvette, Camaro, Nova or Firebird. Sidemount headers are built from lightweight 18 gauge tubing. Sidetubes slip directly to the collector for a leak free seal. Hooker sidemount headers and sidetubes come with 3 choices of coating; show quality chrome, high heat resistant black paint and Hooker's Metallic Ceramic Thermal Barrier Coating.

Replaceable Hooker mufflers are available separately in 2 different styles; glasspack and reverse flow. The glass pack style provides the highest performance with minimal back-pressure and sound control. The reverse flow is designed for maximum sound control.

YEARS	ENGINES	PART NO.	FINISH	SIDE TUBE REQUIRED	EMISSION CODE	FOOTNOTES	P/S	P/B	TRANSMISSION A/C	STANDARD/ COL	STANDARD/ FL	AUTO COL	AUTO FL	TUBE SIZE & LENGTH O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CAMARO																	
67-69	265-400	**2238HKR**	Chrome	**76936HKR**	◈	28,150	Y	Y	9	N	Y	N	Y	1 7/8x50	4	10	REC
CHEVY II, NOVA																	
68-74	265-400	**2238HKR**	Chrome	**76936HKR**	◈	28,150	Y	Y	9	N	Y	N	Y	1 7/8x50	4	10	REC
CORVETTE																	
63-82	265-400	**2224HKR**	Black	**50735HKR**	◈	2,28,76,127,131	Y	Y	9	N	Y	N	Y	1 7/8x46	4	10	REC
63-82	265-400	**2224-1HKR**	Coated	**50735-1HKR**	◈	28,76,127,131	Y	Y	9	N	Y	N	Y	1 7/8x46	4	10	REC
NEW 63-82	265-400	**2224-3HKR**	Stainless*	**50735-3HKR**	◈	28,76,127,131	Y	Y	9	N	Y	N	Y	1 7/8x46	4	10	REC
63-82	265-400	**2234HKR**	Chrome	**65284HKR**	◈	2,28,76,127,131	Y	Y	9	N	Y	N	Y	1 7/8x46	4	10	REC
65-74	396-502	**2222HKR**	Black	**50735HKR**	◈	19,184,265	Y	Y	Y	N	Y	N	Y	2 1/8x45	4	10	RD
65-74	396-502	**2222-1HKR**	Coated	**50735-1HKR**	◈	19,184,265	Y	Y	Y	N	Y	N	Y	2 1/8x45	4	10	RD
65-74	396-502	**2233HKR**	Chrome	**65284HKR**		19,184,265	Y	Y	Y	N	Y	N	Y	2 1/8x45	4	10	RD
CORVETTE - ENGINE SWAPS																	
63-82	396-502	**2222HKR**	Black	**50735HKR**	◈	19,184	Y	Y	Y	N	Y	N	Y	2 1/8x45	4	10	RD
63-82	396-502	**2222-1HKR**	Coated	**50735-1HKR**	◈	19,184	Y	Y	Y	N	Y	N	Y	2 1/8x45	4	10	RD
63-82	396-502	**2233HKR**	Chrome	**65284HKR**	◈	19,184	Y	Y	Y	N	Y	N	Y	2 1/8x45	4	10	RD

* Hand Polished stainless

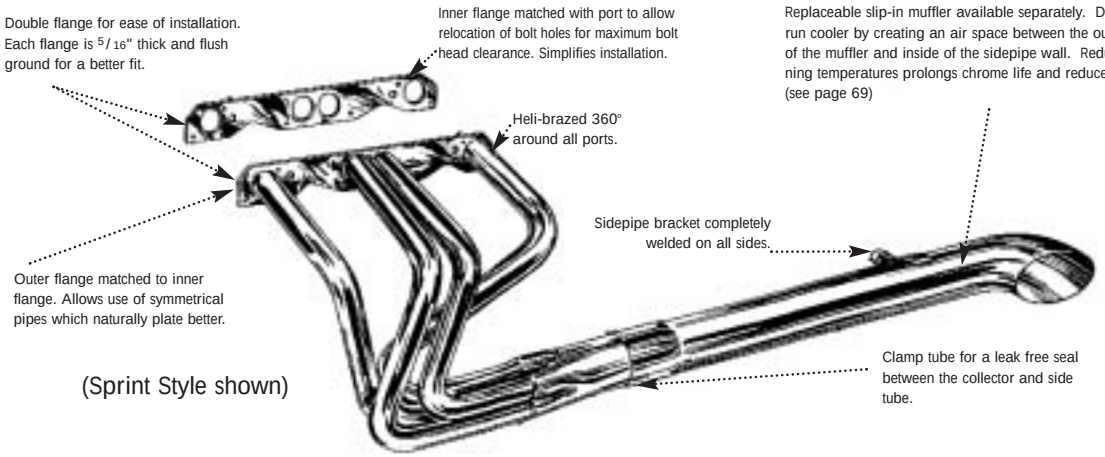
See page 52 for universal sidemount header kits and the NEW Maxflow™ sidepipe muffler

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

SUPER COMPETITION
ROADSTER & RACE

SUPER COMPETITION ROADSTER HEADERS



(Sprint Style shown)

Show quality chrome. All Hooker roadster headers are polished before and after assembly to assure maximum chrome quality for full 360° around all pipes. Hooker's design gives special consideration to the electroplating process to reduce low current density areas which tend to result in poor chrome quality. Show quality chrome appearance is achieved with a full 45 minutes in the nickel tank.

#2326HKR

STREET ROADSTER SIDEMOUNT STYLE HEADERS

ENGINES	PART NO.	TUBE FINISH	SIDETUBE	EMISSION CODE	FOOTNOTES	TUBE SIZE & LENGTH O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CLASSIC (23T Bucket)									
262-400 Chevy	**2326HKR**	Chrome	**84393HKR**	◊	62	1¾x30	4	10	(16)
SPRINT STYLE (23T Bucket)									
262-400 Chevy	**2327HKR**	Chrome	**84394HKR**	◊	62	1⅞x36	4	10	(16)

NOTE: See page 52,53 for replaceable slip-in mufflers for these systems

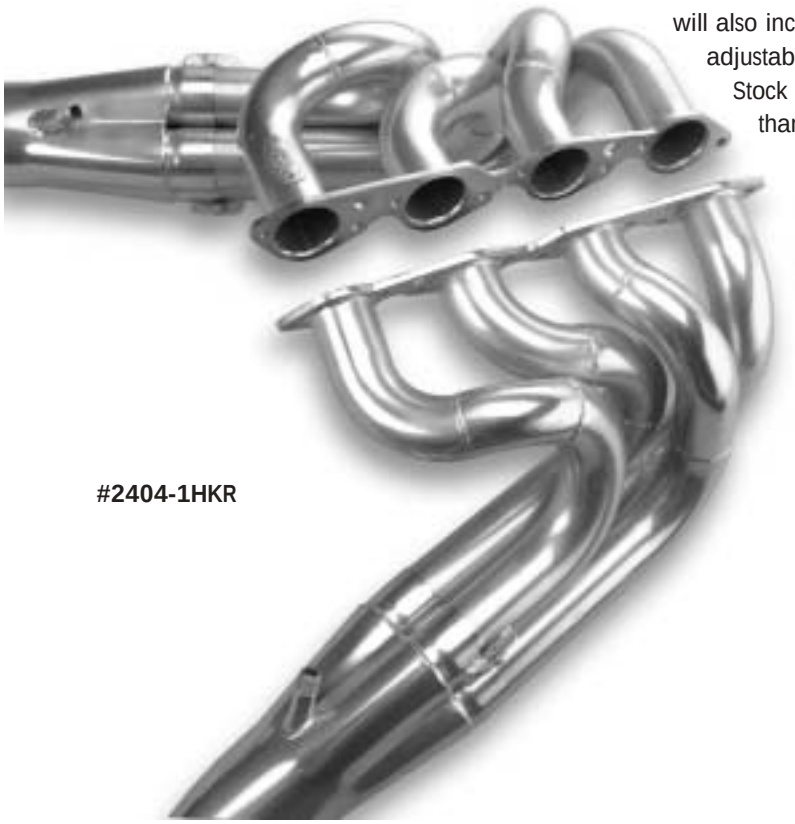
For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION ADJUSTABLE RACE HEADERS

Hooker Adjustable race headers allow you to change your header primary tube lengths, collector lengths and diameters and collector types (Classic 4 into 1, Merged and Split-Flow).

By altering the relationship between the primary length and collector diameter and length it is possible to increase or decrease the torque and horsepower output at any specific R.P.M. level.

For a slick track the header primaries or collectors can be shortened to decrease the low end torque for better traction. Larger diameter collectors will also reduce low end torque. On a good track with lots of bite, extending the primaries or collectors will pick up bottom end power for a harder launch and awesome e.t.'s. Smaller collector diameters will also increase low end torque. Hooker adjustable headers have taken more Pro Stock drivers to the championship than any other brand.



#2404-1HKR

SUPER COMPETITION
ADJUSTABLE RACE

SUPER COMPETITION ADJUSTABLE RACE HEADERS

YEARS	ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	P/S	P/B	A/C	TRANSMISSION STANDARD COL	STANDARD FL	AUTO COL	AUTO FL	TUBE SIZE O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
CHEVROLET																
CAMARO																
67-69	262-400	**2304HKR**	**2304-1HKR**	◊	62,209	Y	Y	N	N	Y	N		Y 1⅞x30-38	3½	12"	16
67-69	262-400	**2308HKR**	**2308-1HKR**	◊	62	N	Y	N	N	Y	N		Y 2x30-38	3½	12"	16
67-69	396-502	**2386HKR**	***2386-1HKR**	◊		N	Y	N	N	Y	N		Y 2⅛x30-38	3½	12"	RD
67-69	396-502	**2401HKR**	**2401-1HKR**	◊	190	N	N	N	N	Y	N		Y 2¼x28-35	4	12"	RD
CHEVY II, NOVA																
68-74	262-400	**2304HKR**	**2304-1HKR**	◊	62,209	N	Y	N	N	Y	Y		Y 1⅞x30-38	3½	12"	16
68-74	262-400	**2308HKR**	**2308-1HKR**	◊	62	N	Y	N	N	Y	Y		Y 2x30-38	3½	12"	16
68-74	396-502	**2386HKR**	***2386-1HKR**	◊		N	Y	N	N	Y	Y		Y 2⅛x30-38	3½	12"	RD
68-74	396-502	**2401HKR**	**2401-1HKR**	◊	190	N	N	N	N	Y	Y		Y 2¼x28-35	4	12"	RD
DODGE / PLYMOUTH																
CORONET, CHARGER, CHALLENGER BELVEDERE, ROADRUNNER, BARRACUDA 70-73 (All B & E Bodies)																
62-65	383-426	**5320HKR**	**5320-1HKR**	◊	18,200	N	N	N	Y	Y	Y		Y 2⅛x38-46	3½	12"	SAP
67-74	440	**5320HKR**	**5320-1HKR**	◊	18,200	N	N	N	Y	Y	Y		Y 2⅛x38-46	3½	12"	SAP
DART, SWINGER, DEMON / BARRACUDA, DUSTER (All A Bodies)																
67-74	318-360	**5322HKR**		◊	18,99,201	N	Y	N	N	Y	N		Y 2x31-37	3½	12"	16
67-75	318-360	**5303HKR**	***5303-1HKR**	◊	201	N	Y	N	N	Y	Y		Y 1⅞x32-40	3	12"	SAP
68-75	426 Hemi	**5481HKR**	***5481-1HKR**	◊	13	N	N	N	N	Y	Y		Y 2¼x24-30	4	12"	SAP
FORD / MERCURY																
MUSTANG / COUGAR																
67-70	390-428	**6375HKR**	**6375-1HKR**	◊		N	Y	N	N	Y	N		Y2[1]/8x30-38	3½	12"	SAP
FAIRLANE / COMET																
66-67	390-428	**6375HKR**	**6375-1HKR**	◊		N	Y	N	N	Y	N		Y 2⅛x30-38	3½	12"	SAP
MAVERICK / COMET																
70-77	390-428	**6375HKR**	**6375-1HKR**	◊		N	Y	N	N	Y	N		Y 2⅛x30-38	3½	12"	SAP

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION ADJUSTABLE RACE HEADERS

ENGINES	Baked-On Black PAINT	Metallic Ceramic COATING	EMISSION CODE	FOOTNOTES	TUBE SIZE O.D. IN	COLL SIZE LN O.D. IN	COLL PORT IN	SHAPE
PRO-STOCK, COMP ELIMINATOR, S/C, S/G (Bodied Cars with Tube Chassis)								
396-454	**2404HKR**	**2404-1HKR**	◇3	88	2⅜-2 1/2x28	4½	12	RD
DRAGSTER, S. COMP, COMP ELIMINATOR								
Up Swept 396-502	**2310HKR**	**2310-1HKR**	◇3		2¼x30	4	12	RD
Up Swept 396-502	**2410HKR**	Chrome	◇3		2¼x30	4	12	RD
Up Swept 396-502	**2405HKR**	**2405-1HKR**	◇3		2⅜x30	4½	12	RD
Down Swept 396-502	**2404HKR**	**2404-1HKR**	◇3	50	2⅜-2½x28	4½	12	RD
ROADSTER, 23-T								
Chevy B.B.	**2404HKR**	**2404-1HKR**	◇3	50	2 3/8-2 1/2x28	4 1/2	12	RD

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

SUPER COMPETITION
WELD-UP, CIRCLE TRACK
& TRACTOR/PULLER

SUPER COMPETITION WELD-UP RACE KITS

Hooker Weld-up kits work great for racers who need to build custom headers when a specific fit tuned Super Competition header is not available.

Kits come with mandrel bent one piece primaries, two 5/16" flanges and precision formed collectors incorporating unique long transition to provide better flow. Polished stainless steel NHRA contingency header I.D. tags, gaskets and mounting bolts are also included.

Our newest zoomie weld-up kits for Funny Cars and Dragsters are NHRA and IHRA legal and feature 2 1/2" primaries with double tube design. Popular fuel and alcohol engine header flanges are available separately.

2956HKR

#5483HKR

ENGINES	PART NO.	EMISSION CODE	FOOTNOTES	COMMON APPLICATIONS	TUBE SIZE & LENGTH O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
S/G, S/C, COMP ELIMINATOR STYLE CARS (FRONT STRUT), SPRINT CARS, SUPER MODIFIED, ROADSTERS								
262-400 Chevy	**2954HKR**	◈	62		1 7/8 x 36	3 1/2	10	(16)
262-400 Chevy	**2956HKR**	◈	62		2 x 36	3 1/2	10	(16)
396-454 Chevy	**2953HKR**	◈			2 1/8 x 40	4	10	RD
396-454 Chevy	**2957HKR**	◈			2 1/4 x 45	4	12	RD
396-454 Chevy	**2959HKR**	◈			2 3/8 x 45	4 1/2	12	RD
FUNNY CAR ZOOMIE - FUEL & ALCOHOL								
Universal Fit	**5483HKR**	◈			2 1/2 x 36	N/A	N/A	N/A
DRAGSTER ZOOMIE - FUEL & ALCOHOL								
Universal Fit	**5484HKR**	◈			2 1/2 x 26	N/A	N/A	N/A

Y=Yes N=No SAP=Same as Port RD=Round REC=Rectangle

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION CIRCLE TRACK RACE HEADERS

- Light weight 18 gauge tubing.
- Machined 5/16" Flanges with machined sealing rings for independent port sealing.
- Long transition collectors for increased performance over a broad power curve.
- Specific applications to accommodate mufflers.

2348HKR

ENGINES	PART NO.	EMISSION CODE	COMMON APPLICATIONS	TUBE SIZE & LENGTH O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
SPRINT CARS with Brodix Spread Port Heads							
NEW Chevy S.B.	**2348HKR**	◊3	Eagle, Gambler, J&J & Maximum Chassis	2 x 35	4	13	RD

SUPER COMPETITION TRACTOR / PULLER HEADERS

Hooker collector style headers for tractor and truck pullers give racers more useable horsepower and torque.

Our Classic 4 into 1 collector type headers are fully adjustable and feature large 2 1/4" primaries for big blocks. Hooker puller headers use heli-arc construction with fully heli-brazed flanges on the outside to provide maximum strength.

#2542HKR

ENGINES	PART NO.	FINISH	EMISSION CODE	DESCRIPTION	TUBE SIZE & LENGTH O.D. IN	COLL SIZE O.D. IN	COLL LN IN	PORT SHAPE
TRACTORS, TRUCKS - Chevrolet Engines								
396-502	**2542HKR**	Black	◊1	4 into 1 Collector type	2¼x28-38	4	18	RD

COMPETITION

CHEVROLET, FORD & DODGE/PLYMOUTH

EXHAUST SYSTEMS

COMPETITION EXHAUST SYSTEMS

Designed to fit Hooker Competition header, manifold or catalytic converter back applications. Cat-Back kits install behind the converter and all other applicable emission control devices.

FEATURES:

- Large diameter 16-gauge aluminized steel tubing (2 1/4" O.D.) for improved efficiency (less back-pressure) and longer life.
- Each exhaust system is mandrel bent not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%.
- Original equipment tailpipe exit location unless otherwise stated.
- All systems come without mufflers. We recommend using either the Hooker Super Competition, Aero Chamber or Maximum Flow or Turbo mufflers in a 2 1/4" offset inlet/center outlet configuration.

Check catalog footnotes for any exceptions on pages 68 & 69.

APPLICATIONS	YEAR(S)	ENGINE(S)	FOOTNOTES	EXHAUST KITS HEADER - BACK*	EXHAUST KITS MANIFOLD - BACK*
PASSENGER CARS					
CHEVROLET / PONTIAC					
Chevy II, Nova	68-79	265-400		**16520HKR**	**16619HKR**
Camaro	70-81	265-400	155	**16520HKR**	**16619HKR**
Corvette	63-82	265-400	22	**16521HKR**	
Firebird	70-79	350-455		**16541HKR**	
Firebird	78-81	265-400		**16520HKR**	**16619HKR**
FORD / MERCURY					
Mustang / Capri (GT or LX)	79-93	255-302W	1,183	**16566HKR**	**16666HKR**
TRUCKS & VANS					
CHEVROLET / GMC					
Blazer, Suburban / Jimmy, Carryall, Yukon, 1-Ton Crew Cab (2WD)					
	69-72	265-400	156,157	**16522HKR**	**16621HKR**
	73-91	265-400		**16523HKR**	**16622HKR**
	92-95	265-400	46,160,195	**16532HKR**	
	73-91	396-502		**16624HKR**	**16626HKR**
1/2,3/4, I Ton Truck (2WD)	63-72	265-400	156,157	**16522HKR**	**16621HKR**
	73-87	265-400		**16523HKR**	**16622HKR**
	73-87	396-502		**16524HKR**	**16626HKR**
1500, 2500, 3500 Truck (2WD)	88-95	265-400	46,160,195	**16532HKR**	
Blazer / Jimmy, Yukon (4WD)	69-72	265-400		**16527HKR**	
	73-91	265-400		**16528HKR**	**16624HKR**
	92-95	265-400	46,160,195	**16533HKR**	
1/2,3/4, I Ton Truck (4WD)	73-87	265-400		**16526HKR**	**16623HKR**
1500, 2500, 3500 Truck (4WD)	88-95	265-400	46,160,195	**16533HKR**	

NOTE ABOUT TAILPIPE EXTENSIONS - If your wheelbase is greater than 132" tailpipe extensions are required to provide proper tailpipe exit. Order part #16400 2 1/4" O.D.

COMPETITION EXHAUST SYSTEMS

APPLICATIONS	YEAR(S)	ENGINE(S)	FOOTNOTES	EXHAUST KITS HEADER - BACK*	EXHAUST KITS MANIFOLD - BACK*
TRUCKS & VANS					
FORD					
F-100, F-250 (2WD)	65-76	352-390	159,160,161	**16562HKR**	
F-350 (2WD)	67-75	352-390	159,160,161	**16562HKR**	
F-100, F-150 (4WD)	69-76	352-390	160,162	**16564HKR**	
Bronco (4WD)	66-77	255-351W		**16567HKR**	
	78-79	351-400M	140,160	**16561HKR**	**16661HKR**
F-150 (4WD)	77-79	351-400M	140,160	**16561HKR**	**16661HKR**
F-250 Low Profile, F-350 (4WD)	77½-79	351-400M	140,160	**16561HKR**	**16661HKR**
F-100, F-150, F-250 (2&4WD)	80-95	255-302W	160	**16565HKR**	**16665HKR**
DODGE / PLYMOUTH					
1/2, 3/4 Ton Truck (2&4WD)	70-93	318-360	101	**16552HKR**	**16652HKR**
Ramcharger / Trailduster (4WD)	72-93	318-360	124	**16551HKR**	

UNIVERSAL DUAL EXHAUST SYSTEM

This system is the most universal dual exhaust system available. Specially designed reducer flex-tubes make connections to any 3" or 3 1/2" header collectors simple, but strong enough to last. Large diameter (2 1/4" o.d., 16 gauge) pipes reduce backpressure improving engine efficiency.

P/N	Description
16500HKR	Complete system with turbo mufflers

SUPER COMPETITION DUAL EXHAUST SYSTEMS

"THE CLASSIC PERFORMANCE EXHAUST SYSTEM"

- Designed to fit Super Competition headers or stock exhaust manifold applications.
- Constructed of large diameter 16-gauge aluminized steel tubing (2 1/2" O.D.) for maximum efficiency (low back-pressure) and long life.
- Each exhaust system is mandrel bent not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%.
- All systems come without mufflers. We recommend using the Hooker Super Competition, Aero Chamber or Maximum Flow mufflers in a 2 1/2" offset inlet/outlet configuration. Check catalog footnotes on pages 68 & 69.

NOTE ABOUT TAILPIPE EXTENSIONS

- If your wheelbase is greater than 132" tailpipe extensions are required to provide proper tailpipe exit.

APPLICATION	YEAR	ENGINE	2WD	4WD	HEADER-BACK	FOOTNOTES
DUAL EXHAUST SYSTEMS FOR TRUCKS						
CHEVROLET / GMC						
BLAZER, SUBURBAN / JIMMY, CARRYALL, YUKON, 1-TON CREW CAB	92-94	396-454		Y	**16922HKR***	167
BLAZER / JIMMY	69-91	396-454		Y	**16922HKR***	167
1/2, 3/4, 1-TON TRUCKS	83-87	396-454		Y	**16922HKR***	167
1/2, 3/4, 1-TON TRUCKS	67-87	396-454		Y	**16922HKR***	167

DIESEL EXHAUST & AERO CHAMBER™

TRUCK FORCE DIESEL EXHAUST & AERO CHAMBER MUFFLERS

TURBO BACK "TRUCK FORCE" DIESEL TRUCK EXHAUST SYSTEMS

HOOKER TRUCK FORCE®

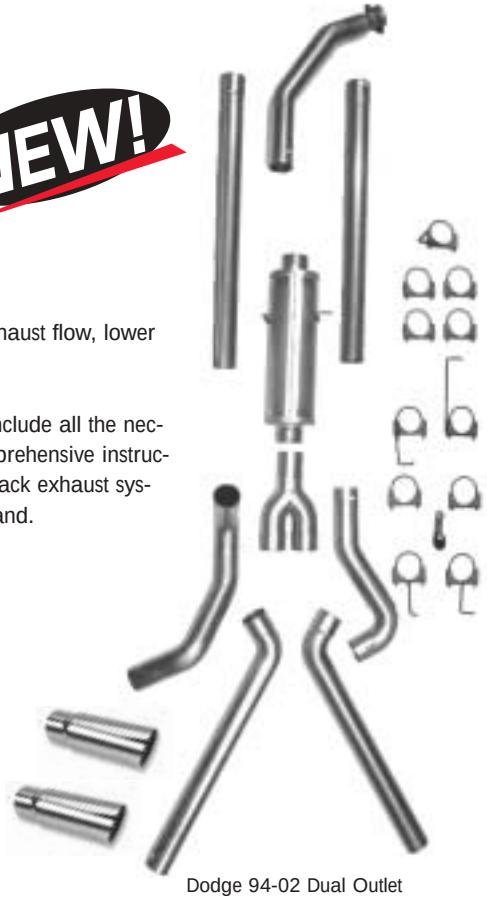
NEW!

Hookers's new big 4" diesel truck exhaust systems offer improved exhaust flow, lower back pressure and a reduction in EGT.

They are a direct replacement for the restrictive factory system and include all the necessary clamps, hardware, hangers and tips. They also include comprehensive instructions ideal for the home "do-it-yourself" mechanic. Hooker's turbo back exhaust systems are big so we recommend the installer also have a helper on hand.

FEATURES/BENEFITS:

- Manufactured from sturdy 16 gauge 409 grade stainless steel to resist corrosion
- All tubing mandrel bent to ensure smooth exhaust flow.
- All welds are robotic to ensure leak-free construction
- Free-flow 7' muffler reduces back pressure for improved torque
- Perforated muffler exhibits aggressive yet mellow "big rig" diesel sound.
- Big 4" tube reduces harmful exhaust gas temperatures for longer engine and turbocharger life.
- Systems are easy to install and include all the components necessary for installation on any cab/bed/chassis configuration
- Includes polished, slash cut 4" to 5" stainless steel tip(s)



Dodge 94-02 Dual Outlet
16945-2HKR

PART #	APPLICATION
16955-2HKR	94-02 Dodge 5.9L Cummins QC/LB, s.s., single outlet
16945-2HKR	94-02 Dodge 5.9L Cummins QC/LB, s.s., dual outlet
16956-2HKR	03-04 Dodge 5.9L Cummins CC/LB, s.s., single outlet
16946-2HKR	03-04 Dodge 5.9L Cummins CC/LB, s.s., dual outlet
16950-2HKR	1999-02 Ford F-250/350 7.3L PS, s.s., single outlet
16940-2HKR	1999-02 Ford F-250/350 7.3L PS, s.s., dual outlet
16951-2HKR	03-04 Ford 6.0L PS, s.s., single outlet
16941-2HKR	03-04 Ford 6.0L PS, s.s., dual outlet
16954-2HKR	05 Ford Powerstroke 6.0L F250/350, s.s., single outlet
16944-2HKR	05 Ford Powerstroke 6.0L F250/350, s.s., dual outlet
16952-2HKR	01-04 GM Duramax 6.6L XC/LB, CC/SB, CC/LB, s.s., single outlet
16942-2HKR	01-04 GM Duramax 6.6L XC/LB, CC/SB, CC/LB, s.s., dual outlet

AERO CHAMBER MUFFLERS - 23% More Flow Than All Other Brands!

AERO CHAMBER™

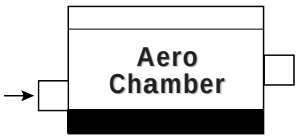
THE REAL MASTER OF FLOW!

Look inside all other mufflers and you'll find simple glass packing or welded plates. Look inside Hooker's Aero Chamber™ and you'll find the most sophisticated muffler available!

The all aluminized and stainless steel Aero Chamber is designed to do much more than simply muffle exhaust noise. The Aero Chamber Muffler produces a deep throaty powerful sound that will not change with time. The Hooker Aero Chamber uses a unique step principal, similar to that which is currently popular in racing header design. The aerodynamically designed chambers flow 23% better and produce more horsepower and torque than the most popular high performance brand.

NEW!

Inlet I.D.	Outlet I.D.	Part Number
3"	2 1/2"	**21518HKR**

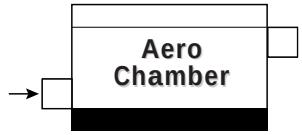


	Inlet I.D.	Outlet I.D.	Part Number
	2"	2"	**21500HKR**
	2 1/4"	2 1/4"	**21501HKR**
	2 1/2"	2 1/2"	**21502HKR**
	3"	3"	**21505HKR**
NEW	Cutaway Display		**21599HKR**

Universal Turbo Style

4 3/4"H x 10 1/4"W x 14"L

Inlet I.D.	Outlet I.D.	Part Number
2 1/2"	2 1/2"	**21516HKR**
3"	3"	**21506HKR**
3 1/2"	3 1/2"	**21507HKR**



	Inlet I.D.	Outlet I.D.	Part Number
	2 1/4"	2 1/4"	**21503HKR**
	2 1/2"	2 1/2"	**21504HKR**
NEW	3"	3"	**21530HKR**

Inlet I.D.	Outlet I.D.	Part Number
2 1/2"	2 1/2"	**21508HKR**

AERO CHAMBER

UNIVERSAL TURBO STYLE & SPECIFIC

AERO CHAMBER MUFFLERS

Universal Turbo Style - Long Case

Inlet I.D.	Outlet I.D.	Part Number
2 1/2"	3"	**21510HKR**

4 3/4"H x 10 1/4"W x 22"L

	Inlet I.D.	Outlet I.D.	Part Number
NEW	3"	2 1/2"	**21701HKR**
NEW	2 1/4"	2 1/4"	**21702HKR**
NEW	2 1/2"	2 1/4"	**21703HKR**
NEW	2 1/2"	2 1/2"	**21704HKR**

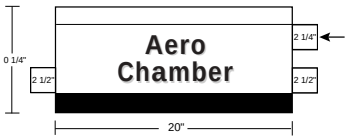
Inlet I.D.	Outlet O.D.	Part Number
3"	3"	**21512HKR**

Inlet I.D.	Outlet I.D.	Part Number
3"	3"	**21513HKR**
3 1/2"	3 1/2"	**21509HKR**

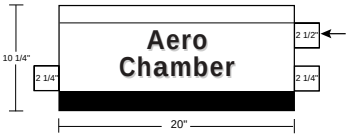
	Inlet I.D.	Outlet I.D.	Part Number
NEW	2 1/4"	2 1/2"	**21710HKR**

Specific Fit (Replacement) Applications

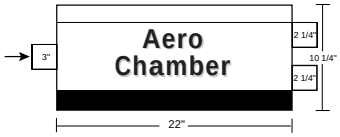
Chevy / GMC



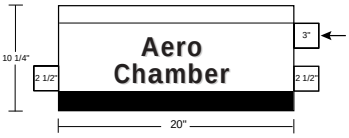
82-92 Camaro/Firebird
#21720HKR



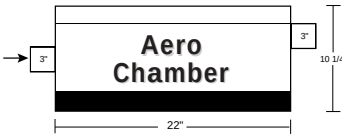
93-99 Camaro/Firebird
#21721HKR



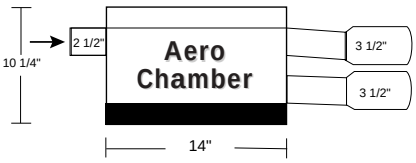
88-94 Pickups
#21700HKR**



Universal Camaro/Firebird
#21729HKR
(Also used in Hooker Super Comp cat-backs)



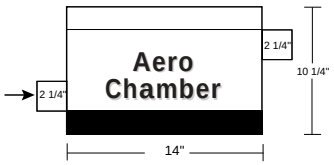
94-95 Pickups
#21722HKR



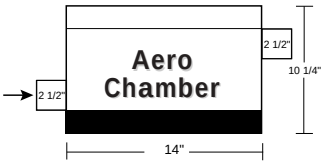
84-95 Corvette (excludes ZR-1)
#21725HKR
(Includes Stainless Steel 304 Polished Tips)

AERO CHAMBER MUFFLERS

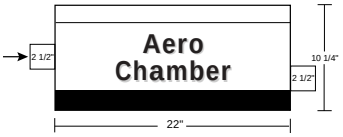
Ford



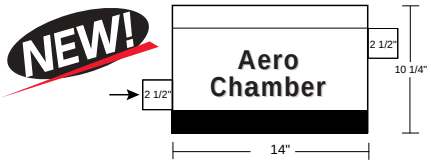
79-99 Mustang
#21503HKR*



79-99 Mustang
#21504HKR*



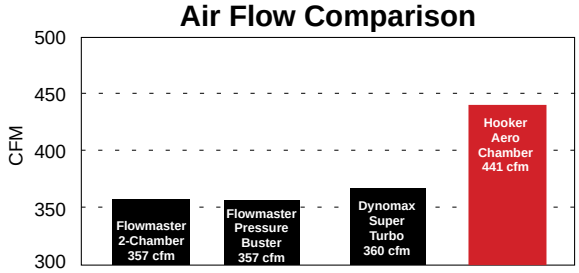
87-96 Pickups (302-351W)
#21760HKR



2005 Mustang
#21520HKR (STAINLESS STEEL)

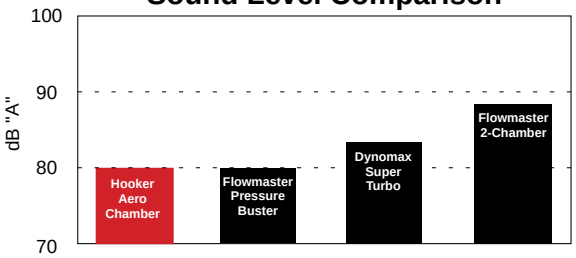
* To use as replacement on Mustang, cut off inlet/outlet pipes flush with stock mufflers and weld in place. Stock hangers must be welded to new muffler.
** Some trucks in 1994 used a single exhaust pipe outlet. Use #21722HKR for these applications.

Air Flow Comparison



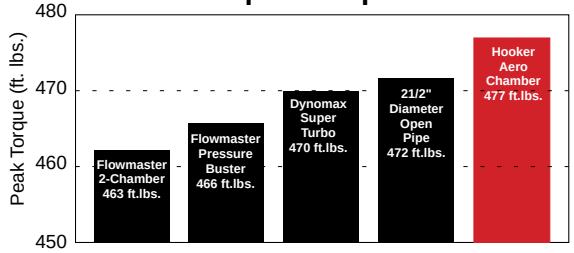
Air Flow Test Conducted at Duttweiler Performance on a Superflow SF-600 Flowbench at 28"

Sound Level Comparison



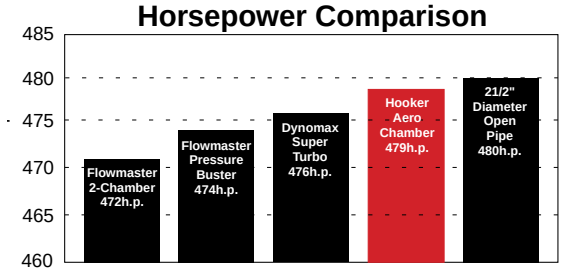
50' static test at 3000 rpm. Sound measured at 90° from tailpipe at tailpipe height.

Torque Comparison



All Horsepower and Torque figures provided from dyno tests conducted on a 406 cubic inch small block Chevrolet by Duttweiler Performance.

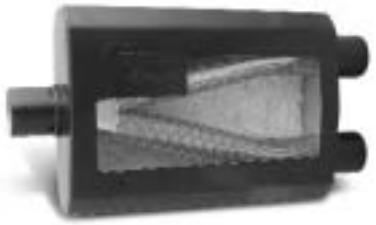
Horsepower Comparison



All horsepower and torque figures provided from dyno tests conducted on a 406 cubic inch small block Chevrolet by Duttweiler Performance on 5/4/94

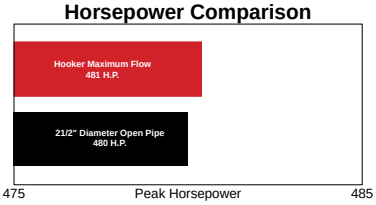
MAXIMUM FLOW
UNIVERSAL BI-DIRECTIONAL,
TURBO STYLE & SIDE PIPE

MAXIMUM FLOW MUFFLERS - Straight Thru Designed



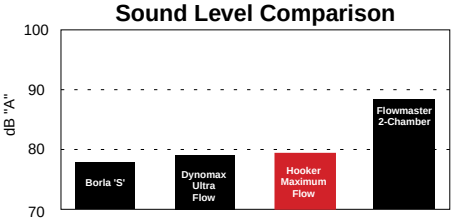
The Hooker Maximum Flow muffler actually flows 99% and produces more horsepower and torque than a 21/2" open pipe. The Maximum Flow is constructed of all aluminized and stainless steel and uses a high temperature packing material to absorb excessive noise while allowing a mellow powerful sound. As with all absorption type silencers, the Maximum Flow will be most effective for sound control with lower compression (8.5 to 1 and lower) motors with conservative camshafts and with applications using catalytic converter(s). The Maximum Flow flows either direction, allowing for easy installation.

Horsepower Comparison



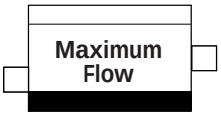
All horsepower and torque figures provided from dyno tests conducted on a 406 cubic inch small block Chevrolet by Duttweiler Performance in Saticoy, California on 5/4/94

Sound Level Comparison

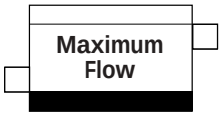


50' static test at 3000 rpm. Sound measured at 90° from tailpipe exit at tailpipe height on a 70 El Camino SS 396.

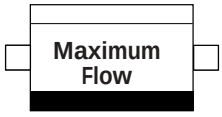
Universal Bi-Directional Turbo Style
4 3/4"H x 10 1/4"W x 14"L



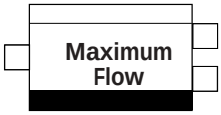
Inlet I.D.	Outlet I.D.	Part Number
2"	2"	**21600HKR**
2 1/4"	2 1/4"	**21601HKR**
2 1/2"	2 1/2"	**21602HKR**
3"	3"	**21605HKR**



Inlet I.D.	Outlet I.D.	Part Number
2 1/4"	2 1/4"	**21603HKR**
2 1/2"	2 1/2"	**21604HKR**
NEW 3"	3"	**21630HKR**

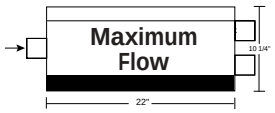


Inlet I.D.	Outlet I.D.	Part Number
2"	2"	**21612HKR**
2 1/4"	2 1/4"	**21613HKR**
2 1/2"	2 1/2"	**21614HKR**
3"	3"	**21606HKR**
4"	4"	**21609HKR**

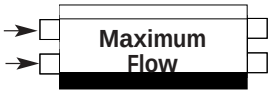


Inlet I.D.	Outlet I.D.	Part Number
2 1/4"	2 1/4"	**21608HKR**
2 1/2"	2 1/2"	**21607HKR**
NEW Cutaway Display		**21699HKR**

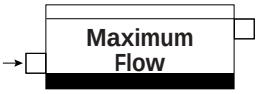
Universal Turbo Style - Long Case
4 3/4"H x 10 1/4"W x 22"L



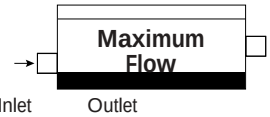
Inlet I.D	Outlet I.D.	Part Number
3"	2 1/4"	**21800HKR**
NEW 3"	2 1/2"	**21801HKR**
NEW 2 1/4"	2 1/4"	**21802HKR**
NEW 2 1/2"	2 1/4"	**21803HKR**
NEW 2 1/2"	2 1/2"	**21804HKR**



Inlet I.D.	Outlet I.D.	Part Number
NEW 2 1/4"	2 1/2"	**21810HKR**



Inlet I.D.	Outlet I.D.	Part Number
3"	3"	**21610HKR**

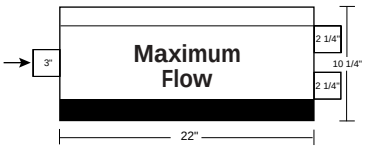


Inlet I.D.	Outlet I.D.	Part Number
3"	3"	**21611HKR**

MAXIMUM FLOW MUFFLERS - Straight Thru Designed

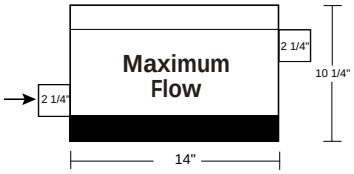
Specific Fit (Replacement) Applications

Chevy / GMC

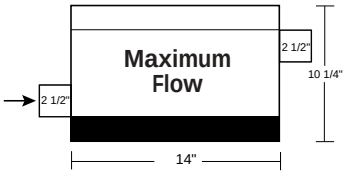


88-94 Pickups 350c.i.
#21800HKR

Ford



79-99 Mustang
#21603HKR*



79-99 Mustang
#21604HKR*

* To use as replacement on Mustang, cut off inlet/outlet pipes flush with stock mufflers and weld in place. Stock hangers must be welded to new muffler.

MAX FLOW™ SIDEPIPE MUFFLER

21046HKR

This high performance muffler has been developed for vehicles with 4" sidepipes such as 1965-74 Corvettes or vehicles equipped with Hooker Super Competition Roadster and Side Mount Headers. These mufflers produce an average of 23% more power than open headers and feature a high-flow, perforated core that operates at 99% efficiency. High temperature packing material absorbs noise while producing a powerful mellow sound. These mufflers, as tested on a 1968 Corvette with a 427 cu inch engine increased horsepower by 40 at a peak of 5500RPM and 20 ft.-lbs. at peak of 4500RPM versus a leading aftermarket undercar header/turbo-style muffler combination. The outer case is constructed of durable 16 gauge aluminized steel protected by electrostatically applied high-temperature black paint. The inlet/outlet is a 2.5 perforated core in a 4" casing.

SUPER COMPETITION
MUFFLERS
& CAT-BACK SYSTEMS

SUPER COMPETITION TURBO MUFFLERS

FEATURES:

- Lowest backpressure (measured in inches of Mercury @ 200 CFM) of all popular turbo mufflers tested.*
- Large diameter flow tubes.
- Careful application of aerodynamic principles to achieve maximum exhaust gas flow.
- This compact muffler design flows either direction, allowing easy installation with 2",21/4", 21/2" and 3" I.D. systems.
- Powerful exhaust sound on acceleration with quiet operation at idle and cruising speeds.
- All aluminized and double wrapped steel construction for longer life (Metallic Ceramic Coating available).
- Unique design to prevent structural damage from vibration, heat and backfires with internal drainage system to reduce corrosion.

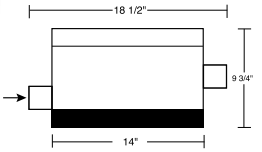


Diagram for part Numbers
21104HKR, 21105HKR
21106HKR

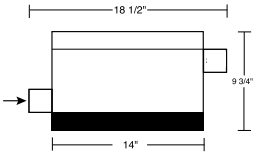


Diagram for part Numbers
21108HKR, 21109HKR

Part No.	Inlet and Outlet Sizes I.D.	Case Type	Case Size Height/Width	Case Length	Overall Length
21104HKR	2"	Oval-Offset/Center	4 1/4" x 9 3/4"	14"	18 1/2"
21105HKR	2 1/4"	Oval-Offset/Center	4 1/4 " x 9 3/4"	14"	18 1/2"
21108HKR	2 1/4"	Oval- Offset/Offset	4 1/4" x 9 3/4"	14"	18 1/2"
21106HKR	2 1/2"	Oval-Offset/Center	4 1/4" x 9 3/4"	14"	18 1/2"
21109HKR	2 1/2"	Oval- Offset/Offset	4 1/4" x 9 3/4"	14"	18 1/2"
21107HKR	3"	Oval-Offset/Center	5 1/2" x 11"	20"	27"

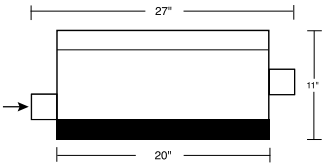
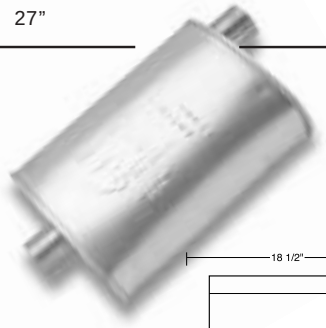


Diagram for part Numbers
21107HKR

COMPETITION TURBO MUFFLERS

FEATURES:

- Low backpressure baffle network using large free flowing 2 1/4" cores with reverse flow.
- This compact muffler design flows either direction, allowing easy installation with 2",2 1/4" and 2 1/2" I.D. systems available.
- Improved engine efficiency results in better performance and economy.
- Throaty exhaust sound on acceleration with quiet operation at idle and cruising speeds.
- Double wrapped aluminized steel construction.



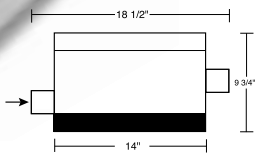


Diagram for part Numbers
21004HKR, 21005HKR
21006HKR

Part No.	Inlet and Outlet Sizes I.D.	Case Type	Case Size Height/Width	Case Length	Overall Length
21004HKR	2"	Oval-Offset/Center	4¼" x 9 3/4"	14"	18½"
21005HKR	2 1/4"	Oval-Offset/Center	4¼" x 9 3/4"	14"	18½"
21006HKR	2 1/2"	Oval-Offset/Center	4¼" x 9 3/4"	14"	18½"
21007HKR	2 1/4"	Oval-Offset/Offset	4¼" x 9 3/4"	14"	18½"
21008HKR	2 1/2"	Oval-Offset/Offset	4¼" x 9 3/4"	14"	18½"

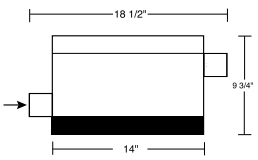


Diagram for part Numbers
21007HKR, 21008HKR

STREET FORCE™ CAT-BACK SYSTEMS FOR CARS

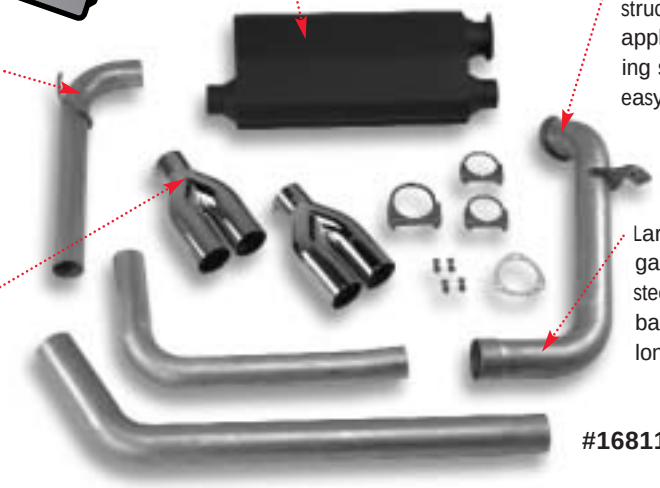
HOOKER STREET FORCE®

Most Cat-Back systems feature Hooker Aero Chamber mufflers producing more horsepower and torque than all other popular chambered mufflers with a deep throaty powerful sound that will not change with time.

Systems are designed using flanged construction (where applicable) and existing stock hangers for easy installation.

Each exhaust system is mandrel bent not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%.

Systems exit at stock locations using great looking Hooker large bore exhaust tip extensions (where applicable).



Large diameter 16 gauge aluminized steel tubing for low back pressure and long life.

#16811HKR

MAKE / MODEL	YEAR(S)	ENGINE / CODE	FOOTNOTE(S)	INTER. PIPE(S) DIAM. (IN)	NO. OF TAILPIPES	TAILPIPE DIAM. (IN)	PART NUMBER
BUICK							
GRAND NATIONAL (TURBO)	86-87	231 V6	100	2 1/2	2	2 1/2	**16810HKR**
CHEVROLET / PONTIAC							
CAMARO / FIREBIRD	83-85	305 (G,F&7)	177,264	3	2	2 1/2	**16822HKR**
CAMARO / FIREBIRD	83-92	305 Non HO (H&E)	177,264	3	2	2 1/2	**16820HKR**
CAMARO / FIREBIRD	86-92	305 HO TPI(G,F&8)	177,210,264	3	2	2 1/2	**16823HKR**
CAMARO / FIREBIRD (Dual Cat.)	95-97	350 LT-1	264	3	2	2 1/2	**16825HKR**
CAMARO / FIREBIRD (Dual Cat.)	98-02	350 LS1	264	3	2	2 1/2	**16811HKR**
CORVETTE	97-04	350 LS-1	264	2 1/2	2	2 1/2	**21726HKR**
IMPALA SS	94-96	350 LT-1		2 1/2	2	2 1/2	**16837HKR**
MONTE CARLO SS	86-87	305-350	100	2 1/2	2	3	**16810HKR**
FORD / MERCURY							
MUSTANG / CAPRI (CHROME TAIL PIPE)	86-93	302W	51,176,208	2 1/2	2	2 1/2	**16872HKR**
MUSTANG (WITH H-PIPE)	94-95	302W	51,176,199,208	2 1/2	2	2 1/2	**16863HKR**
NEW MUSTANG	2005	4.6L V8	271	2 1/2	2	2 1/2	**16584HKR**
MUSTANG	94-98	3.8L V6	176,182,199	2 1/2	2	2 1/2	**16864HKR**
MUSTANG (CHROME TAIL PIPE)	94-98	3.8L V6	176,182,	2 1/2	2	2 1/2	**16874HKR**
MUSTANG	96-97	4.6L V8	176,199	2 1/2	2	2 1/2	**16870HKR**
NEW MUSTANG X-PIPE	2005	4.6L V8	270	2 1/2	2	2 1/2	**16784HKR**

NOTE: Any Hooker header, exhaust system or muffler can be Metallic Ceramic coated. Please specify coating when ordering.

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

TUNED FLOW® MUFFLERS

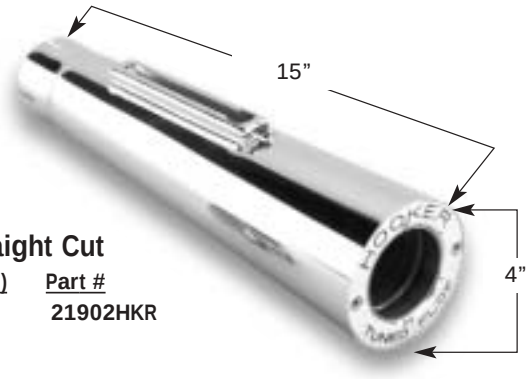
Adjustable SOUND and PERFORMANCE without Disassembly!

Sound and flow of the HOOKER Tuned Flow®muffler can be adjusted up to 40% simply by rotating the internal barrel.

The Tuned Flow®muffler is designed for weld-on or clamp-on installation at the end of tailpipes or header collectors. The housing comes with a welded U-channel bracket and chrome clamp for easy mounting on most applications.

Tuned Flow®mufflers are ideal for midgets, dwarf cars, street rods, performance street machines or performance sport compacts.

Tuned Flow®mufflers are finished in show-quality chrome.



Straight Cut

Inlet I.D.(in.)	Part #
2 1/2	**21902HKR**

Slash Cut

Inlet I.D.(in.)	Part #
2 1/2	**21903HKR**

HOOKER® EXHAUST TIPS

LARGE BORE ROLLED STYLE

Now, a large bore look with the quality you've been waiting for. Available with or without a resonator, our rolled style tip features show quality chrome, black powdercoating, aluminized internal parts with drainage system to reduce corrosion and heat resistant Hooker decaling. The perfect look for your late model or sport compact car.

With Resonator

Part #	Inlet Size	Outlet Size	Overall Length
22000HKR	1 7/8	3	10
22001HKR	2	3	10
22002HKR	2 1/4	3	10
22005HKR	2 1/4	3 1/2	10
22006HKR	2 1/2	3 1/2	10
22010HKR	2 1/2	4	10
22011HKR	3	4	10

Without Resonator

Inlet Part #	Outlet Size	Overall Size	Length
22028HKR	2 1/2	3 1/2	10
22032HKR	2 1/2	4	10
22033HKR	3	4	10

#22010HKR

#22032HKR

LARGE BORE EXHAUST TIP EXTENSIONS

An affordable way to personalize your stock or custom built exhaust system. These show quality chrome tips feature larger outlet sizes (3", 3 1/2") which look great on late model cars and trucks. Each tip has a welded on pinch clamp and bolt to make installation simple.

Single Tip

Part #	Inlet Size	Outlet Size	Overall Length	Tip Style
22200HKR	2 1/4	3	11	RD
22201HKR	2 1/2	3	11	RD
22202HKR	2 1/4	3	11	SL
22203HKR	2 1/2	3	11	SL
22204HKR	2 1/4	3 1/2	11	RD
22205HKR	2 1/2	3 1/2	11	RD
22206HKR	3	3 1/2	9	RD
22207HKR	2 1/4	3 1/2	11	SL
22208HKR	2 1/2	3 1/2	11	SL
22209HKR	3	3 1/2	9	SL

Dual Tip

Part #	Inlet Size	Outlet Size	Overall Length	Tip Style
22303HKR	2 1/2	3	10 3/4	SL
22304HKR*	2 1/2	3	10 3/4	RD

* Polished Stainless

#22209HKR

#22303HKR

HOOKER® EXHAUST TIPS

CLASSIC EUROPEAN STYLE

A perfect way to finish off your exhaust system. Available with or without resonators, our tips feature a combination of black powdercoating, high luster chrome (polished stainless optional) and a heat resistant Hooker decal giving your exhaust system the classic finish it deserves.

Dual Tip with Resonator

Part #	Inlet Size	Outlet Size	Overall Length	Tip Style
21401HKR	1 7/8	2 1/2	14	RD
31407HKR*	2 1/4	2 1/2	14	SL
21430HKR	2 1/2	2 1/2	14	SL
21431HKR	2 1/2	3	14	SL

Dual Tip without Resonator

Part #	Inlet Size	Outlet Size	Overall Length	Tip Style
21416HKR	2 1/8	2 1/2	14	RD
21417HKR	2 1/4	2 1/2	14	SL
31417HKR*	2 1/4	2 1/2	14	SL
21433HKR	2 1/2	3	14	SL

(*) Stainless

#21431HKR

#21433HKR

ELITE STAINLESS EXHAUST TIP EXTENSIONS

These tip extensions are made from 304 aircraft quality polished stainless steel. Each tip has a welded on pinch clamp and bolt to make installation simple. Give your car or truck a present that will look like new for years to come.

Part #	Inlet Size	Outlet Size	Overall Length	Tip Style
31503HKR	2 1/2	2 1/2	12	slash

SUPER COMPETITION SPECIALTY EXHAUST PRODUCTS

#31015HKR

ELITE STAINLESS UNIVERSAL MUFFLERS

Elite Series Stainless Mufflers without collector flanges are perfect for really special hot rods or performance street machines. These mufflers utilize a 3½" diameter case, high temperature pack material and large 2" cores. Manufactured from 304 aircraft quality polished stainless steel, the mufflers are available in all popular inlet/outlet sizes.

Part #	Description (in.)
31015HKR	26 Long. 2 1/2 I.D. Inlet and Outlet Diameter

#21037HKR

UNIVERSAL TURNOUT MUFFLERS

Hooker offers universal bolt-on turnout style mufflers which are perfect for Jeeps, Broncos and Landcruisers using fenderwell exit headers. By using a spin-ring for universal mounting, these 3½" O.D. case sidemount mufflers will bolt to any 3-bolt 3" O.D. ringed collectors. We supply mounting hardware for proper muffler support. The mufflers use a welded all metal core for longer life and are engineered to control sound without restricting flow.

Available in "show quality" chrome or heat cured black high temperature paint. We polish chrome mufflers before and after welding to insure a perfect finish. Sold in pairs.

Part #	Description	Sidetube O.D.	Recommended Header Part #
21037HKR	30" Chrome	3 1/2	9401, 9810, 9820, 9825, 9814, 2145

SUPER COMPETITION SPECIALTY EXHAUST PRODUCTS

SIDETUBE SLIP-IN MUFFLERS

For 4" sidetube sound control, Hooker builds long lasting slip-in mufflers. These mufflers are easily removed for racing purposes and are available in a performance style glasspack (#21021HKR) or our quieter all metal reverse flow style (#21002HKR and #21003HKR). Hooker mufflers produce a high level of sound control without restricting engine efficiency. Sold in pairs.

Part #	Description
21021HKR	4" sidetube slip-in muffler - glasspack
21002HKR	4" sidetube slip-in muffler - small block reverse flow
21003HKR	4" sidetube slip-in muffler - big block reverse flow
NEW 21046HKR	4" Maximum Flow™ sidepipe muffler - straight thru flow

WARNING: Sidepipes get very hot. Avoid all contact with sidepipes for one hour after operating vehicle.

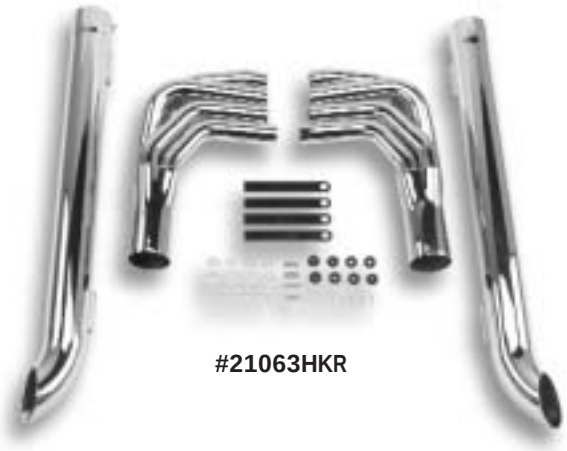
#21021HKR

UNIVERSAL SIDEMOUNTS

Hooker 4 inch Universal Sidemounts reduce backpressure, improving low end torque for better performance and fuel economy.

The classic Hooker 4 into 1 (**NOTE:** 3 tubes are dummies) collectors utilize huge 2⅛" diameter primaries mandrel bent to maintain a consistent inside diameter for maximum flow. Our 4" 16 gauge sidepipes utilize long lasting slip-in mufflers. These mufflers are easily removed for racing purposes and are available in a performance style (glasspack) or quieter reverse flow style (all metal).

Show quality chrome finish.



#21063HKR

Part #	Description	Required Hooker Muffler
21063HKR	65" Chrome	21021HKR or 21002HKR (see above) or NEW 21046HKR

For additional header applications see Engine Swap Section on pages 24-27

SUPER COMPETITION COMPONENTS & ACCESSORIES

21046HKR

MAX FLOW™ SIDEPIPE MUFFLER

This high performance muffler has been developed for vehicles with 4" sidepipes such as 1965-74 Corvettes or vehicles equipped with Hooker Super Competition Roadster and Side Mount Headers. These mufflers produce an average of 23% more power than open headers and feature a high-flow, perforated core that operates at 99% efficiency. High temperature packing material absorbs noise while producing a powerful mellow sound. These mufflers, as tested on a 1968 Corvette with a 427 cu inch engine increased horsepower by 40 at a peak of 5500RPM and 20 ft.-lbs. at peak of 4500RPM versus a leading aftermarket undercar header/turbo-style muffler combination. The outer case is constructed of durable 16 gauge aluminized steel protected by electrostatically applied high-temperature black paint. The inlet/outlet is a 2.5 perforated core in a 4" casing.

FLANGE KITS WITH WELDED STUBS

11622HKR

Hooker offers a complete line of fully welded flange kits with stubs. We have taken the most difficult and time consuming part of building a custom header and done it for you! Each flange has a 2" long stub welded to it and is machine milled, not ground, to provide a perfect sealing surface. The flange is then internally deburred and heli-brazed on the outside to provide maximum strength. Flange kits come with gaskets, bolts and polished stainless steel NHRA contingency I.D. header tags.

Part No.	Application	Port Shape	Primary Tube Size O.D.(in.)
11621HKR	Chevy 262-400	Square	1 5/8
11622HKR	Chevy 262-400	Square	1 3/4
11626HKR	Chevy 396-454	Round	2 1/8
11629HKR	Chevy 396-454	Round	2 1/4
11650HKR	Mopar 273-360	SAP	1 3/4
11654HKR	Mopar 383-440	Rect	2
11661HKR	Ford 260-351W	Rect	1 5/8
11666HKR	Ford 429-460	Oval	1 7/8

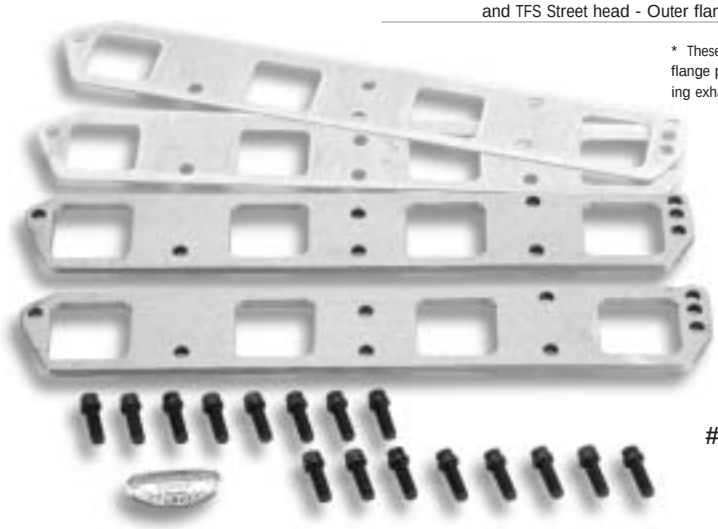
SUPER COMPETITION COMPONENTS & ACCESSORIES

FLANGE KITS WITHOUT STUBS

We offer a complete line of "hard to find" specialty header flanges. If you don't see it listed here, call our tech line (270) 781-9741 for possible new applications. Flange kits come with gaskets, bolts and polished stainless steel NHRA contingency header I.D. tags.

	PART NO.	APPLICATION	PORT SHAPE	PRIMARY TUBE SIZE O.D. (In.)
	11890HKR	Chevy Small Block - Outer Flange	Round	1 7/8,2
	11891HKR	Chevy Small Block - Inner Flange	SAP	N/A
	11808HKR*	Chevy Small Block - Inner Flange 3/8" Aluminum	SAP	N/A
	11809HKR*	Chevy Small Block - Inner Flange 1/2" Aluminum	SAP	N/A
	11810HKR	Chevy Small Block - Buick/Dart Head	Round	1 7/8,2
	11832HKR	Chevy Small Block 18° V-8	Round	1 7/8,2
	11833HKR	Chevy Small Block 18° V-8 Outer	Round	2 1/8,2 1/4
	11834HKR	Chevy Small Block 18° V-8 Inner	SAP	N/A
	11822HKR	Chevy 262-283-327-350-400	Square	1 3/4
	11887HKR	Brodix Spreadport Flange	D-Port	1 7/8,2
NEW	**11888HKR**	LS1	SAP	1 5/8,1 3/4
	11828HKR	Chevy 396-454	Round	2,2 1/8
	11829HKR	Chevy 396-454	Round	2 1/4
	11831HKR	Chevy 396-454	Round	2 3/8
	11892HKR	MoPar W2 Outer Flange	Round	2
	11893HKR	MoPar W2 Inner Flange	SAP	N/A
	11858HKR	MoPar Hemi 426	Square	2,2 1/8
	11859HKR	MoPar Hemi 426	Square	2 1/4
	11857HKR	MoPar KB	Round	2 1/2
	11851HKR	MoPar Anderson/Dart	Square	2 1/2
	11841HKR	Pontiac 400-455 Ram Air II/IV, SD, HO & Edelbrock Performer RPM	Round	2
	11863HKR	Ford SVO/351 Cleveland	Round	2 1/4
	11866HKR	Ford 429-460	Oval	1 7/8,2,2 1/8
	11870HKR	302, 351W TFS Early and TFS Twisted Wedge Race Head - Inner flange	SAP	N/A
	11871HKR	302, 351W TFS Early and TFS Twisted Wedge Race Head - Outer flange	Round	1 3/4
	11872HKR	302, 351W Stock, Holley, GT40, J302, Edelbrock, and TFS Street head - Inner flange	SAP	N/A
	11873HKR	302, 351W Stock, Holley, GT40, J302, Edelbrock, and TFS Street head - Outer flange	Round	1 3/4

* These 3/8" and 1/2" thick lightweight aluminum header flange plates are designed to simplify the task of matching exhaust ports to large tube dual flange headers.



#11859HKR

SUPER COMPETITION COMPONENTS & ACCESSORIES

STRAIGHT TUBING - 5' Length

MILD STEEL

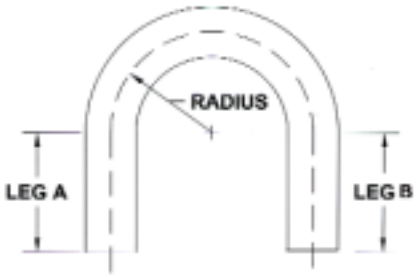
Part No.	Gauge Diameter	O.D. (in.)
15450HKR	18	2 1/8
15500HKR	18	2 1/4
15700HKR	18	3

STAINLESS STEEL

Part No.	Gauge Diameter	O.D. (in.)
35600HKR	18	2 1/2

180° MANDREL U-BENDS

MILD STEEL



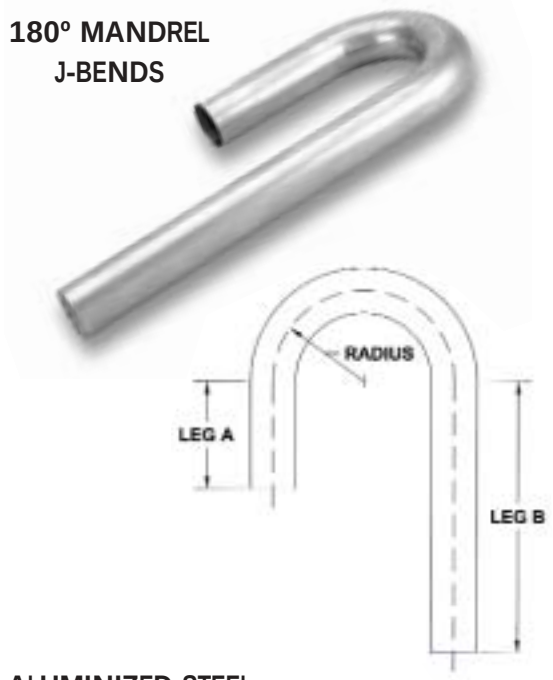
PART NO.	GAUGE	TUBE SIZE O.D. (in.)	RADIUS (in.)	LEG A (in.)	LEG B (in.)
12200HKR	18	1 1/2	6	12	12
12210HKR	18	1 5/8	6	12	12
12220HKR	18	1 3/4	6	12	12
12230HKR	18	1 7/8	6	12	12
12240HKR	18	2	6	12	12
12250HKR	18	2 1/8	6	12	12
12260HKR	18	2 1/4	6	12	12
12270HKR	18	2 1/2	5	12	12
12280HKR	18	3	6	6	6
12285HKR	18	3 1/2	7	6	6
12310HKR	16	4	7 1/2	6	6
12311HKR	16	1 5/8	6	12	12
12320HKR	16	1 3/4	6	12	12
12330HKR	16	1 7/8	6	12	12
12340HKR	16	2	6	12	12
12360HKR	16	2 1/4	6	12	12
12380HKR	16	3	6	6	6
12385HKR	16	3 1/2	7	6	6

COMPONENTS & ACCESSORIES

J-BENDS, BOLTS &COLLECTOR RING KITS

SUPER COMPETITION COMPONENTS & ACCESSORIES

180° MANDREL J-BENDS



ALUMINIZED STEEL

PART NO.	TUBE SIZE O.D. (in.)	RADIUS (in.)	LEG A (in.)	LEG B (in.)	Wall thickness (in.)
21390HKR	2 1/4	3 1/2	6	15	.060
21397HKR	2 1/2	4	6	15	.060
21380HKR	3	4	6	15	.060

STAINLESS STEEL (300 Series)

PART NO.	TUBE SIZE O.D. (In.)	RADIUS (In.)	LEG A (In.)	LEG B (In.)	Wall thickness (in.)
32540HKR	1 5/8	2 1/2	6	15	.049
32541HKR	1 5/8	2	6	15	.049
32550HKR	1 3/4	2 1/2	6	15	.049
32551HKR	1 3/4	2	6	15	.049
32560HKR	1 7/8	3	6	15	.049
32561HKR	1 7/8	2 1/2	6	15	.049
32570HKR	2	3	6	15	.049
32571HKR	2	4	6	15	.049
32580HKR	2 1/8	3	6	15	.049
32590HKR	2 1/4	3 1/2	6	15	.049
32597HKR	2 1/2	4	6	15	.049
32598HKR	2 1/2	5	6	15	.049

MILD STEEL

PART NO.	GAUGE	TUBE SIZE O.D. (in.)	RADIUS (in.)	LEG A (in.)	LEG B (in.)
12520HKR	18	1 3/8	2 1/2	6	15
12521HKR	18	1 3/8	2	6	15
12525HKR	18	1 1/2	2	6	15
12325HKR	16	1 1/2	2	6	15
12333HKR	16	1 1/2	2 1/2	6	15
12530HKR	18	1 1/2	2 1/2	6	15
12331HKR	16	1 1/2	3	6	15
12532HKR	18	1 1/2	4	6	15
12536HKR	18	1 5/8	2	6	15
12336HKR	16	1 5/8	2	6	15
12538HKR	18	1 5/8	2 1/4	6	15
12540HKR	18	1 5/8	2 1/2	6	15
12341HKR	16	1 5/8	2 1/2	6	15
12542HKR	18	1 5/8	4	6	15
12342HKR	16	1 5/8	4	6	15
12551HKR	18	1 3/4	2	6	15
12550HKR	18	1 3/4	2 1/2	6	15
12351HKR	16	1 3/4	2	6	15
12350HKR	16	1 3/4	2 1/2	6	15
12553HKR	18	1 3/4	3	6	15
12353HKR	16	1 3/4	3	6	15
12552HKR	18	1 3/4	4	6	15
12352HKR	16	1 3/4	4	6	15
12558HKR	18	1 7/8	2 1/2	6	15
12358HKR	16	1 7/8	2 1/2	6	15
12560HKR	18	1 7/8	3	6	15
12361HKR	16	1 7/8	3	6	15
12570HKR	18	2	3	6	15
12370HKR	16	2	3	6	15
12574HKR	18	2	3 1/2	6	15
12572HKR	18	2	4	6	15
12372HKR	16	2	4	6	15
12580HKR	18	2 1/8	3	6	15
12582HKR	18	2 1/8	4	6	15
12590HKR	18	2 1/4	3 1/2	6	15
12390HKR	16	2 1/4	3 1/2	6	15
12592HKR	18	2 1/4	4	6	15
12596HKR	18	2 3/8	3 1/2	6	15
12396HKR	16	2 3/8	3 1/2	6	15
12594HKR	18	2 1/2	5	6	15
12597HKR	18	2 1/2	4	6	15
12397HKR	16	2 1/2	4	6	15
12598HKR	18	2 5/8	4	6	15
12399HKR	16	3	4	6	15
12599HKR	18	3	4	6	15

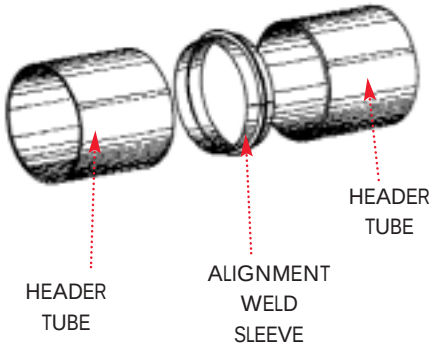
SUPER COMPETITION COMPONENTS & ACCESSORIES

HEADER BOLTS

Hooker now offers popular sized grade 5 black oxide 6 point header bolts.

#10984HKR

PART NO.	SIZE (in.)	QUANTITY
10981HKR	3/8 - 16 x 3/4	100
10983HKR	3/8 - 16 x 3/4 COUNTER SUNK	12
10984HKR	3/8 - 16 x 1	16



ALIGNMENT WELD SLEEVE

Our "Alignment Weld Sleeve" allows the fabricator to align, hold and weld two pieces of mild steel tube without help. Because no rod is needed, the welder has a free hand. The "Alignment Sleeve" assures a perfectly aligned joint with no weld slag inside to reduce the tube diameter and restrict air flow. Perfect alignment and just the right amount of welding material results in a very professional looking weld. Weld Sleeves are packaged 20 sleeves per bag.

PART NO.	TUBE SIZE O.D. (IN.)
12101HKR	1 1/2-1 5/8
12102HKR	1 3/4
12103HKR	1 7/8
12104HKR	2
12105HKR	2 1/8

#11430HKR

COLLECTOR RING KITS

Hooker Collector Rings enable the header builder to adapt Hooker collector extensions or reducers to the basic collector. The kit includes two 3-bolt rings, matching gaskets and six bolts.

PART NO.	TO FIT TUBE DIAMETER (O.D. IN.)
11425HKR	2 1/2
11430HKR	3
11435HKR	3 1/2

#16803HKR

H-PIPE / BALANCE TUBE ASSEMBLY

Hooker's H-Pipe / balance tube assembly will improve low R.P.M. torque as well as help with the control of excessive noise. Made from heavy wall 16 gauge steel tubing, Hooker H-Pipes are finished with a heat cured, high heat resistant, black paint. This assembly comes complete with all necessary parts needed to install with virtually any dual exhaust system and driveline location.

PART NO.	SIZE O.D. (in.)
16803HKR	2 1/2

SUPER COMPETITION COMPONENTS & ACCESSORIES

CLASSIC SLIP-ON 12" COLLECTORS

Hooker Classic slip-on collectors feature heli-arc construction with unique long transition for better flow. Our precision formed collector stubs are constructed parallel, making slip-on installation easy.

Sold as pairs with 8 locking tabs and all required bolts and nuts.

#11730HKR

4 INTO 1

PART NO.	PRIMARY TUBE SIZE	COLLECTOR DIA. (in)
11730HKR	1 3/4	3
11742HKR	1 7/8	3 1/2
11752HKR	2	3 1/2
11764HKR	2	4
11760HKR	2 1/8	3 1/2
11762HKR	2 1/8	4
11770HKR	2 1/4	4
11701HKR	2 3/8	4 1/2
11702HKR	2 3/8	5

"Hooker's power, quality and availability make it easy for me to focus on winning."

- Kevin Helms, 3-Time Consecutive NHRA Stock Eliminator Champion

SUPER COMPETITION COMPONENTS & ACCESSORIES

MERGED SLIP-ON 12" COLLECTORS

Our Merged Collectors are constructed with the primary tubes joining as they transition into the collector to form a spear eliminating sharp edges and voids to reduce turbulence. This allows more precise management of the sound pressure waves (tuning) and improves aerodynamic flow.

These 3 into 1 and 4 into 1 collectors are made from the lightest materials possible; a pair of 1 7/8" x 3 1/2" weigh only 5 lbs. 4 ozs. Sold in pairs only.

#14770HKR

4 INTO 1

PART NO.	PRIMARY TUBE SIZE	COLLECTOR DIA. (in.)
14730HKR	1 3/4	3
14743HKR	1 7/8	3 1/4
14742HKR	1 7/8	3 1/2
14752HKR	2	3 1/2
14760HKR	2 1/8	3 1/2
14762HKR	2 1/8	4
14770HKR	2 1/4	4
14705HKR	2 3/8	4
14701HKR	2 3/8	4 1/2
14703HKR	2 1/2	4 1/2
14704HKR	2 1/2	5

FORMED 10" COLLECTORS

Hooker Formed Collectors incorporate unique long transition to provide better flow. Sold in pairs only.

#11570HKR

#31522HKR

3 INTO 1 MILD STEEL COLLECTORS

PART NO.	PRIMARY TUBE SIZE	COLLECTOR DIA. (in.)
11511HKR	1 1/2	2 1/2

4 INTO 1 MILD STEEL COLLECTORS

PART NO.	PRIMARY TUBE SIZE	COLLECTOR DIA. (in.)
11510HKR	1 1/2	2 1/2
11515HKR	1 5/8	2 1/2
11522HKR	1 5/8	3
11530HKR	1 3/4	3
11540HKR	1 7/8	3
11542HKR	1 7/8	3 1/2
11552HKR	2	3 1/2
11560HKR	2 1/8	3 1/2
11562HKR	2 1/8	4
11570HKR	2 1/4	4

STAINLESS STEEL COLLECTORS

PART NO.	PRIMARY TUBE SIZE	COLLECTOR DIA. (in.)
31522HKR	1 5/8	3
31530HKR	1 3/4	3
31552HKR	2	3 1/2

COMPONENTS & ACCESSORIES

EXTENSIONS, MOUNTING BRACKETS & REDUCERS

SUPER COMPETITION COMPONENTS & ACCESSORIES

BOLT-ON COLLECTOR EXTENSIONS

#11230HKR

Designed for use with 3-bolt collector rings, these 18" long extensions enable the racer to adjust his torque curve to suit track conditions. The kit contains two extensions, matched gaskets, and six nuts and bolts.

Part No.	Collector Dia. O.D. (in.)
11230HKR	3
11235HKR	3 1/2

18" SLIP-ON COLLECTOR EXTENSIONS

#11335HKR

Designed for use on headers with no collector rings, Hooker's exclusive hydraulic swaging process makes slip-on installation easy. Comes with 8 locking tabs and all required nuts and bolts.

Part No.	Collector Dia. O.D. (in.)
11330HKR	3
11335HKR	3 1/2
11340HKR	4

SLIP-ON COLLECTOR EXTENSION TURNOUTS

Now circle track and drag race enthusiasts have a way to direct exhaust gas fumes away from the car. Hookers 3", 3 1/2"and 4" slip-on collector extension turnouts are the answer. Each kit contains two extensions 12" in length, with 8 locking tabs and all required bolts and nuts.

Part No.	Collector Dia. O.D. (in.)
11331HKR	3
11336HKR	3 1/2
11338HKR	4

MOUNTING BRACKETS

Hooker offers all necessary brackets to accommodate Hooker Headers to the stock power steering, air conditioning and alternator / generators that mount directly to the stock manifolds. Check the footnotes carefully for applications.

GM Alternator Bracket Left Side (Driver side)
10927HKR
10917HKR (Chrome)

GM Alternator Bracket Right Side (Passenger side)
10922HKR
10912HKR (Chrome)

GM AC Bracket
10925HKR/10926HKR

Ford Power Steering Bracket
10961HKR

Adaptors for P/Ns 10922HKR and 10927HKR, for early Chevy applications.
10928HKR
10918HKR (Chrome)

#10925HKR

#10917HKR

#10918HKR

SUPER COMPETITION COMPONENTS & ACCESSORIES

HOOKER REDUCERS

Just pick the reducer size that matches the diameter of the header collector. Bolt it to the collector ring, and weld on the tailpipe. If you have a header without the collector ring, use Hooker slip-on reducers. They're sized to slip over the collector and weld to the exhaust pipe.

Part No.	Description O.D.
SLIP-ON REDUCERS	
11125HKR	2 1/2" Collector to 2" Tailpipe pr.
11130HKR	3" Collector to 2 1/8" Tailpipe pr
11136HKR	3 1/2" Collector to 3" Tailpipe
11138HKR	4" Collector to 3" Tailpipe
11139HKR	4" Collector to 3 1/2" Tailpipe
11143HKR	4 1/2" Collector to 4" Tailpipe
3 BOLT FLANGED REDUCERS	
11024HKR	2 1/2" Collector 2" Tailpipe ea.
11025HKR	2 1/2" Collector to 2" Tailpipe pr.
11026HKR	2 1/2" Collector to 2 1/2"Tailpipe
11030HKR	3" Collector to 2 1/8"Tailpipe
11032HKR	3" Collector to 3"Tailpipe
11040HKR	3" Collector to 2 1/2" Tailpipe
11035HKR	3 1/2" Collector to 2 1/2" Tailpipe
11036HKR	3 1/2" Collector to 3" Tailpipe
11037HKR	3 1/2" Collector to 3 1/2" Tailpipe

For custom or do-it-yourself fabricators building headers for computer controlled cars or trucks using an oxygen sensor. Our universal weld-on fitting works with most OEM and aftermarket sensors using a metric 18 thread size.

OXYGEN SENSOR FITTING

PART NO.	DESCRIPTION O.D.
10979HKR	Universal Weld-on fitting
10980HKR	O_2 Sensor plug

OXYGEN SENSOR REDUCERS

PART NO.	DESCRIPTION (O.D.)
11045HKR	2 1/2" Collector to 2" Tailpipe (bolt-on) pr.
11046HKR	3" Collector to 2 1/8" Tailpipe (bolt-on) pr.

SLIP-ON COLLECTOR LOCKING TABS

Part No.	Description
41521HKR	Includes 4 tabs, bolts, washers and nuts

RACING CUT-A-WAYS

The Hooker Racing Cut-A-Way allows you to use your exhaust system for everyday use and unleash your vehicles true power on race day with the turn of a wrench.

#11190HKR

Part No.	Quantity	Comments
11190HKR	1	Two must be ordered for dual exhaust systems. Fits all popular exhaust sizes (2" - 3.5").

- Can be plumbed into your current exhaust system or installed directly to your header collectors with purchase of Hooker Collector ring kits:
  11425HKR - 2 1/2" Collector
  11430HKR - 3" Collector
  11435HKR - 3 1/2" Collector
- Block plate and ring surface is machined so that no gaskets are needed.
- Removable / replaceable studs make changing damaged studs easy.
- Chrome acorn nuts and studs require no special tools and allow a one handed removal of the machined block plate.
- Coated in high heat resistant black paint.

SUPER COMPETITION COMPONENTS & ACCESSORIES

DESCRIPTION / ENGINE	PART #	
AMERICAN MOTORS		
8 cyl - 290-401	**10801HKR**	
6 cyl - 199-258	**10802HKR**	
BUICK		
8 cyl - 350	**10804HKR**	
8 cyl - 400-455	**10807HKR**	
CHEVROLET / GMC		
Passenger Car/Truck (SAP) - 265-400	**10808HKR**	
Passenger Car - 350 LS-1	**10878HKR**	
Race Car - Double Flange - 265-400	**10812HKR**	
Street Rod/Universal - stylized 265-400	**10891HKR**	
Passenger Car - 348-409	**10860HKR**	
Passenger Car/Truck (SAP) - 396-454	**10809HKR**	
Race Car - Round Port - 396-454	**10810HKR**	
V8 Olds Diesel Truck	**10846HKR**	
DATSUN / NISSAN		
6 cyl 240-260Z	**10852HKR**	
FORD / MERCURY		
4 cyl Fiesta	**10829HKR**	
4 cyl 1600 cc	**10829HKR**	
V-6 2800 cc	**10828HKR**	
6 cyl - 170-250	**10827HKR**	
6 cyl - 240-300 1965-82 and later	**10819HKR**	
4.6L 2V	**10883HKR**	NEW
4.6L 4V	**10886HKR**	NEW
8cyl - 302-351 Windsor	**10820HKR**	
Double Flange 302-351 Windsor/TFS	**10861HKR**	
Cleveland - 4 Barrel Heads (4V)(Boss)-302-351 $1^{7}/8$"	**10822HKR**	
Cleveland - 4 Barrel Heads (4V)(Boss)-302-351 $1^{3}/4$"	**10877HKR**	
Passenger Cars - 352-428	**10823HKR**	
Trucks - 352-390	**10825HKR**	
Trucks/Vans - 460 F.I. Head	**10882HKR**	
INTERNATIONAL		
Pickup Trucks - 304-392	**10803HKR**	
MOPAR - DODGE / PLYMOUTH		
Passenger Car - 318-360	**10836HKR**	
Race Car - Double Flange - 318-360 (W-2 heads)	**10845HKR**	
Passenger Car/Truck 383-440	**10838HKR**	
OLDSMOBILE		
260-455	**10846HKR**	
PONTIAC		
SAP 326-455	**10848HKR**	
Round Port - 400-455	**10849HKR**	
TOYOTA		
4 cyl Hemi - 1600/1800 cc	**10863HKR**	

Collector Gaskets

Collector Size	Part #
$2^{1}/2$"	**10871HKR**
3"	**10872HKR**
$3^{1}/2$"	**10873HKR**

Header Gaskets

Hooker's precision-matched Super Competition header gaskets provide a sure fit and unmatched exhaust sealing.This OEM quality gasket is constructed of a thick (.070") laminated, graphite impregnated substrate. The substrate combined with a perforated aluminum core provides superior grip and adhesion.This construction also contributes to exact fit compliance between the cylinder head and header flange,offering superior sealing properties during extreme temperature and operating conditions.

#10878HKR

HOOKER® PRESSURE MASTER GASKETS & SEALS WITH EARL'S® SEALING TECHNOLOGY

#29DB3BERL

Pressure Master™

Sealing Systems utilize an aluminum retainer that captures and controls compression of our exclusive graphite foil inner seal for unsurpassed sealing. Unaffected by thermal cycling, each joint can be torqued to optimum pre-load during installation, and there's no residue to clean up after installation.

CHEVY SMALL BLOCK 265-400

29D03BERL	Header Seals with 1.50" x 1.50" ports (pair)
29D03B1ERL	replacement insert set (1.50" x 1.50" ports)
29DA3BERL	Header Seals with D-Port LT-1 ports (pair)
29D03B3ERL	replacement insert set (D-Port LT-1 ports)
29DB3BERL	Header Seals with 1.36" x 1.36" ports (pair)
29D03B4ERL	replacement insert set (1.36" x 1.36" ports)
29DC3BERL	Header Seals with Round 1.59" Dia. ports (pair)
29D03B5ERL	replacement insert set (Round 1.59" Dia. ports)
29DD3BERL	Header Seals with D-Port 1.50" x 1.50" ports (pair)
29D03B6ERL	replacement insert set (D-Port 1.55" x 1.63" ports)
29DE3BERL	Header Seals with uncut centers (pair)
29D03B2ERL	replacement insert set (uncut centers)

CHEVY BIG BLOCK 396-502

29D04BERL	Header Seals for Chevy with 1.50" x 1.50" ports (pair)
29D04B1ERL	replacement insert set (1.50" x 1.50" ports)
29D04B2ERL	replacement insert set (uncut centers)

FORD SMALL BLOCK 289-302-351W

29D03AERL	Header Seals for Ford 289-302-351W (pair) (Except Boss)
29D03A1ERL	replacement insert set (standard)
29D03A2ERL	replacement insert set (uncut centers)

FORD BIG BLOCK 429-460

29D04AERL	Header Seals for Ford 429-460 (pair)
29D04A1ERL	replacement insert set (standard)
29D04A2ERL	replacement insert set (uncut centers)

COLLECTOR SEALS

Pressure Master™ Seals, designed and manufactured for Hooker using Earl's sealing technology by Parker Hannifin Corporation, are the first High Performance Seals developed to solve automotive sealing problems using Aerospace Technology.

COLLECTOR SEALS

29D15ZERL	3 Bolt 2-1/2" Dia. (pair)
29D10ZERL	3 Bolt 3" Dia. (pair)
29D20ZERL	3 Bolt 3-1/2" Dia. (pair)

REPLACEMENT INSERTS

29D15Z1ERL	3 Bolt 2-1/2" Dia. (pair)
29D10Z1ERL	3 Bolt 3" Dia. (pair)
29D20Z1ERL	3 Bolt 3-1/2" Dia. (pair)

#29D15ZERL

SUPER COMPETITION LATE MODEL MUSTANG CAR BARS

Hooker is more than just high performance. Once you get your Mustang running like you want it, you've got to make it look as good as it runs.

Hooker car bars are constructed of $2^{1}/_{4}$" O.D. .125" wall steel tubing with $^{3}/_{16}$" attaching plates. The four point design helps stiffen the unibody chassis as well as provide good looks and improved safety without restricting rear seat room.

Available in show quality chrome or high gloss black powdercoat. Most bars can be shipped through UPS.

#18523HKR

#18623HKR

YEARS	MODEL	BLACK	CHROME
79-93	Hard Top		**18615HKR**
83-93	Convertible.	18517HKR	**18617HKR**
94-98	Convertible. & Hard Top	18523HKR	**18623HKR**

Hooker Car Bars are:

1) not a replacement for responsible driving, and
2) are not intended for competition use.

CAUTION: The ultimate buyer of Hooker Car Bars assumes the risk of damage or injury resulting from their use.

What is the difference between your Super Competition and Competition Headers?
Hooker Super Competition headers are built from lightweight 18 gauge mild steel tubing with "tuned" lengths for maximum performance. Super Competition headers also use long transition collectors for reduced backpressure and increased exhaust flow. 5/16" machined flanges with welded O-rings make for a perfect sealing surface.

- Super Competition headers come with many different options in tube diameter and length for a particular application. Super Competition headers are the "World's Best Header".

Competition Headers are built from durable 16 gauge mild steel tubing. Competition headers use long transition collectors for reduced backpressure and increased exhaust flow. 5/16" machined flanges with welded O-rings make for a perfect sealing surface.

- By removing some of the constraints on our designers when they design a Super Competition header, we can produce a Competition header for easier installation and a lower price.

The Comp header will weigh slightly more than the Super Competition header but will last slightly longer under extreme climatic conditions. Competition headers are the "World's Second Best Header". We will sometimes spend two to three times more just to make a Super Competition Header work only five to ten percent better.

How thick are your flanges and are thicker flanges better?
Not necessarily. The key to a good flange is to seal at the exhaust port locations. Hooker flanges are machined (using a milling process) to a surface flatness of + or - .0025 between the bolt holes. This process guarantees a proper seal at the port locations virtually eliminating flange leaks. Other header manufacturers simply run their flanges over a belt sander or body grinder.

Hooker flanges are 5/16" (except on some unique applications) which is heavy enough to keep the header integrity but is pliable enough to seal each exhaust port. This helps compensate for variables in the head surface. Overly thick flanges are not as pliable and tend to have leaks. Hooker flanges seal the first time every time.

Will your headers fit with aftermarket cylinder heads?
Most aftermarket cylinder head manufacturers offer stock replacement and racing heads. Hooker headers will accommodate the stock replacement head in most cases. If the aftermarket head uses an angle plug configuration, the Hooker header for that application will have footnote 62 which says that it will fit with angle plug heads. If your aftermarket head is a straight plug stock replacement, the Hooker header for your application will fit.

Most aftermarket racing heads have raised exhaust ports. Most Hooker headers are designed around the stock port height and will not accommodate the raised port heads. Hooker will produce headers for raised port heads when that particular head becomes the standard (for example: Super Competition header #6225 fits 1979-93 Mustangs with the popular TFS Twisted Wedge Race Head).

Will your headers fit with my other performance equipment?
In most cases, Hooker headers are developed around the stock engine location using stock equipment. Aftermarket products such as rigid motor mounts locate the motor in a different location causing possible fitment problems. Other performance products such as kickout style oil pans and performance "mini starters" can interfere with some header applications. Check the listing (read the footnotes) in our full line catalog or contact our tech department at (270)781-9741.

Do you have a Warranty?
Yes,Hooker performance exhaust products are covered under the standard Holley Performance 1 year warranty. See the last page of this catalog for complete warranty and contact information.

What tube size do I need and is bigger & better?
Header primary tube sizes vary on many factors: engine combination, transmission type, gear ratio and intended use of the vehicle. For example a truck header will be designed using longer length and smaller diameter primary tubes to enhance low to mid-range performance, where a header for a Pro Stock race car will have larger primary tubes and large collectors for the highest flow available.

Bigger generally is not better when it comes to street driven cars. when you put too large of a header or exhaust on a street driven vehicle, you usually notice a severe drop in low to mid-range performance due to a lack of backpressure. To combat this issue, Hooker sometimes builds 3 or 4 different headers for a particular application with varying tube and collector sizes.

Should I use exhaust wrap on my Hooker Headers?
If your vehicle is being run on the street or for extended periods of time, you should never wrap headers. Exhaust wraps insulate the exhaust too much and the exhaust temperature is raised to a level that fatigues the header material causing cracks.

If under hood temperatures are an issue, we recommend using Hooker's Metallic Ceramic Thermal Barrier Coating. Our coating is applied inside and out. It is corrosion and heat resistant up to 1600°F. It also reduces underhood temperatures and has a polished high luster finish. Holding exhaust temperatures inside the header increases the exhaust gas velocity producing more horsepower.

You can purchase any Hooker header with our Metallic Ceramic Thermal Barrier Coating by adding a -1 to the end of the part number.

TIP: 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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call Hooker tech service at 270-781-9741 for additional information regarding ceramic coated exhaust products.

GALLERY

1998 350 LS1
CAMARO/FIREBIRD
2077-1HKR

1955-57 396-502 CHEVY
PASSENGER/WAGON
2244-1HKR

1982-92 265-400
CHEVY CAMARO
2460-1HKR

1986-93 255-302
MUSTANG
6128-1HKR

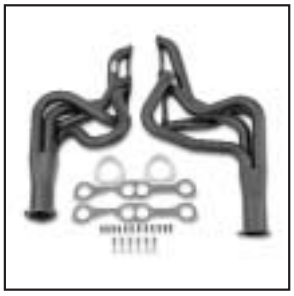
1979-93 255-302
MUSTANG (FULL LENGTH)
6227-1HKR

1998-99 350 LS1
CAMARO (FULL LENGTH)
2253-1HKR

1970-87 283-400 MONTE CARLO,
1967-81 283-400 CAMARO,
1968-79 283-400 CHEVY II/NOVA
2466-1HKR

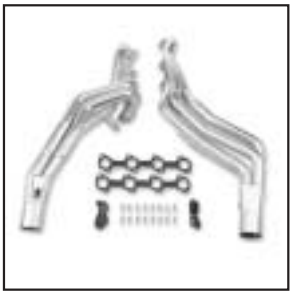
1977 350-403
BUICK REGAL, CENTURY & WAGON
3107HKR

1970-81 326-455
FIREBIRD/TRANS-AM
4109HKR



1968-72 400-455 HO/SD
PONTIAC GTO/LE MANS
4201HKR

1967-74 383-440
DODGE CHALLENGER, CHARGER,
CORONET, WAGONS (B&E BODIES)
5101HKR



1996-03 4.6L (2 VALVE)
MUSTANG (FULL LENGTH)
6230-1HKR

1988-95 460
FORD F-250, F-350
6842-1HKR

1994-96 350 LT1
IMPALA SS
2063-1HKR

CHEVY 262-400
BLOCK HUGGER
2001HKR

1992-95 305-350
CHEVY 1500, 2500, 3500,BLAZER,
JIMMY, YUKON, SUBURBAN, TAHOE
2065HKR

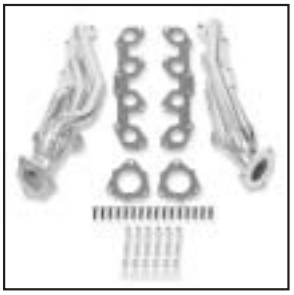
1963-82 265-400
CORVETTE
2234HKR

262-400 CHEVY
(CLASSIC 23T BUCKET) ROADSTER
2326HKR

396-502
TRACTOR/PULLER
2542HKR

396-502 DOWN SWEPT
DRAGSTER, SUPER COMP,
COMP ELIMINATOR
2404-1HKR

1962-65 260-289W
FORD FAIRLANE/METEOR
6134HKR



2000-04 TOYOTA TUNDRA,
2000-03 TOYOTA SEQUOIA
7010-1HKR

MAXIMUM FLOW™
CUT-AWAY MUFFLER
21699HKR

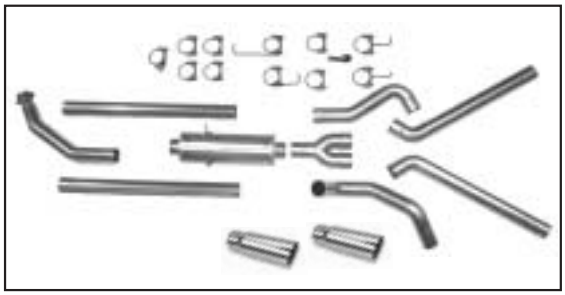
3" SINGLE - 2.5" DUAL OUT
AERO CHAMBER™ MUFFLER
21518HKR

1996-02 4.6L
MUSTANG GT CATBACK SYSTEM
16870HKR

1998-02 350 LS1
CAMARO/FIREBIRD CATBACK
16811HKR

UNIVERSAL CHROME
SIDEMOUNTS
21063HKR

TUNED FLOW™
STRAIGHT CUT SLIP-ON MUFFLER
21902HKR



Dodge 94-02 Dual Outlet
16945-2HKR

MAXIMUM FLOW™
SIDEPIPE MUFFLER
21046HKR

RACING CUT-A-WAY
11190HKR

FOOTNOTES

1) This system uses 2 1/4" O.D. tubing. We recommend using either the Super Competition Aero Chamber, Maximum Flow or Turbo Mufflers in a 2 1/4" offset inlet/center outlet configuration. See page 62 for complete muffler information.
2) Available with fittings to accommodate air injection manifold. Add a 0 in front of the part number when ordering.
3) Factory 4 Wheel Drive.
4) Exhaust systems can also be fabricated using either Hooker Super Competition Aero Chamber mufflers, Maximum Flow mufflers, Super Competition turbo mufflers, Competition turbo mufflers or header type Hooker mufflers.
5) Not legal for sale or use on vehicles originally equipped with catalytic converters. For racing purposes only.
6) Comes with H-pipe/balance tube assembly. For racing purposes only.
8) Installation on manual transmission equipped cars requires a Hooker clutch linkage pivot bracket #10942. Also needed are one stock Pinto clutch cable assembly, one link Ford #D1FZ-2861-AJ and one adjustable clutch rod Ford #DOT2-7521-C.
9) Installation requires air conditioning bracket #10925 left side or #10926 right side. On 1979 and later vehicles with short compressors, use stock bracket.
10) Will not fit motors equipped with air injection pump without modification.
11) Header designed for 302W engines using the AR SVO aluminum heads.
12) Comes with 12" Classic slip-on collectors and 16 formed adjustable header slip tubes plus 18" slip-on collector extensions where applicable. Split Flow or Merged or Merged Slip-On collectors can be ordered separately.
13) Special PRO STOCK header for cars equipped with standard steering.
14) Installation with manual transmission requires clutch cable bracket #10943.
15) Header comes with *Metallic Ceramic* THERMAL BARRIER COATING.
16) This header comes with an adapter flange. The port shape is the same as stock but can be matched to your particular exhaust port configuration.
17) Fits all cars equipped with automatic transmissions except 1970 Hornet.
18) One tube each side over frame.
19) Hooker mufflers #21021 (glass pack), #21003 (reverse flow design for maximum sound control) or 21046HKR Max Flow sidepipe muffler, slip-in design to be used with 4" sidetubes.
20) Will not fit with powerglide.
21) Will not fit convertible models.
22) Header dual system will not fit Turbo 400 applications.
23) This header was designed to be used with the original Chevy II V8 block, bell housing and clutch linkage. Will also fit Chevy II with Lakewood bellhousing #15050. For the transplant or anything other than original Chevy II equipment we recommend #2214 OR 2243.
24) One tube over frame left side.
25) This is a tuned equal length "SHORTY" style header which will bolt directly to the 1986 and later factory exhaust headpipes.
26) Will not fit 1973 cars equipped with the 440 engine.
27) Two tubes over frame on each side.
28) Hooker mufflers #21021 (glass pack) or #21002 (reverse flow design for maximum sound control)or 21046HKR Max Flow sidepipe muffler, slip-in design to be used with 4" sidetubes.
29) Fits 4V heads only.
30) One tube over frame right side.
31) Without oil cooler.
32) Will not fit 71-72 Comet, refer to #6104. 1972 Torino does not require a power steering bracket.
33) Fits 2V heads only.
34) Will not fit 1970 Falcon with either 114" or 117" wheelbase.
35) Will accommodate the E.G.R. system only.
36) Will accommodate all emission control devices, i.e. E.G.R. and air pump fittings.
37) This header cannot be installed by using the stock location side motor mounts. This header requires:
    - 1971-74 installation kit #12601 which consists of front and rear motor mounts.
    - 1975-80 front motor mounts #12608.
    - 1975 rear mount #12632 for Turbo 400 installation.
    - 1975 rear mount #12633 for Turbo 350, 4-speed or aluminum powerglide installation.
    - 1976-80 rear mount #12635 for Turbo 350, 4-speed or aluminum powerglide installation.
    - All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.
38) Installation with manual transmission requires the fabrication of a clutch cable bracket.
39) Header will not accommodate the emission control devices attached to exhaust manifold on 1977 and later vehicles and is recommended for racing purposes only for these models.
40) Will not accommodate E.G.R. system and is recommended for racing purposes only for these models.
41) This header requires 1958 and later blocks with side motor mounts and the use of Hooker header installation kit #12604 which consists of front and rear frame mounts and a fiberglass replacement firewall. This kit will fit Turbo 350, 4-speed or aluminum powerglide transmissions. Will **NOT** fit the Turbo 400. All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.
42) Will not accommodate the 1974 and later E.G.R. system and is recommended for racing purposes only on these models.
43) Fits integral head engine only (i.e. intake manifold is part of the head - exhaust manifold bolts to the bottom, not to the side of head).
44) Will not fit with C-6 automatic transmissions.
45) This part number consists of headers with welded air injection fittings, a hot air kit, an adapter for the OEM EFE activator and Y-pipe for catalytic converter accommodation and all necessary hardware and instruction sheet.
46) Cat-Back exhaust system does not fit extended cabs.
47) Designed for use with Danchuk style engine mount and rear transmission crossmember. Stock mid mount and ears on frame must be removed.
48) Fits 6 speed ZF transmissions and standard 5-speed.
49) Will fit Dart/Windsor head.
50) Will fit dragster and roadster frames NOT exceeding 21" in width.
51) This Cat-Back exhaust system is supplied with an optional racing H-Pipe/Balance Tube Assembly, for use on racing vehicles only, which replaces the smaller diameter pipes for better performance and the catalytic converters to prevent damage caused by leaded racing fuel. This optional H-Pipe/Balance Tube Assembly is illegal except for racing vehicles which may never be driven upon a highway.
52) Steering shaft must be below the exhaust ports. Requires #10922 for mounting alternator on the right side.
53) Smog version #02452 will fit 1969-86 model years only.
54) Two tubes over frame right side.
55) Manifold dual kit fits 1971-87 only.
56) Will not fit EFI engines.
57) This is a replacement "SHORTY" style header which will bolt directly to the stock 302 H-pipe headpipes.
58) This is a replacement "SHORTY" style header which will bolt directly to the 1994 and later exhaust headpipes.
59) This header requires the use of Hooker engine swap front frame mount kit part #12678. Stock transmission crossmember may be utilized.
60) Brodix spreadport design.
61) This header uses a slip-on collector for ease of installation.
62) Will fit with angle plug heads.
63) This header requires the use of Hooker engine mount kit part #12679. Stock transmission crossmember can be utilized.
64) This is a replacement "SHORTY" style header which will bolt directly to the 1986 and later factory exhaust headpipes.
65) This header requires the use on Hooker frame mounts #12602. Also needed are two Ford motor mounts #D7ZZ-6038B (left side) and one Ford transmission mount #C88ZZ-6068A.
66) This is an unequal length "SHORTY" style header which will bolt directly to the stock Mustang exhaust headpipes.
67) Header designed for engines equipped with TFS aluminum heads.
68) Will not fit Dart/Windsor head.
69) An H-Pipe/Balance tube assembly is available for this header; part number is listed under dual exhaust system column. This optional H-Pipe/Balance tube assembly is illegal, except for racing vehicles which may never be driven upon a highway and is compatible with Cat-Back exhaust system part #16861/16871.
70) Will not fit Chevy Suburban.
71) This is a tuned equal length "SHORTY" style header which will bolt directly to the 1994 and later factory exhaust headpipes.
72) Will not fit with air conditioning.
73) 1990 models require the use of oil pan and pickup from 87-89 models.
74) Part #1115 includes headers, cross over pipe and turbo exhaust inlet tube with provisions for oxygen sensor. All parts are coated with Hooker's *Metallic Ceramic* THERMAL BARRIER COATING.
75) Header dual exhaust system fits 1975-86 only.
76) Installation requires #10922 for mounting alternator/generator on right side.
77) Will not fit 1971-73 Mustang/Cougar with manual transmission.
78) This design requires a Hooker turbo exhaust outlet tube to complete the system. Outlet tube part #16808 is recommended because it will eliminate exhaust back pressure caused by the stock turbo exhaust outlet elbow flange. This pipe will not accommodate the stock internal wastegate but instead is designed to accept a Turbonetic external wastegate with variable boost control. Outlet tube part #16809 is recommended when the stock wastegate is retained. Outlet tubes are *Metallic Ceramic* THERMAL BARRIER COATED. Outlet tubes are not compatible with the catalytic converter and are recommended for racing purposes only.
79) Requires engine setback, rack and pinion steering, will accept stock subframe.
80) This header comes with a 1/2" aluminum adapter flange. The port shape is the same as stock but can be matched to your particular exhaust port configuration.
81) This header cannot be installed by using the stock location side motor mounts. This header requires:
    - 1971-78 front mount #12603.
    - 1975 rear mount #12632 for Turbo 400 installation.
    - 1975 rear mount #12633 for Turbo 350, 4-speed or aluminum powerglide installation.
    - 1976-80 rear mount #12635 for Turbo 350, 4-speed or aluminum powerglide installation.
    - All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.
82) Will not fit cast iron powerglide.
83) Installation requires power steering bracket #10961.
84) Fenderwell exit.
85) Header equipped with smog fittings installed to accommodate factory air pollution control device.
86) Header accommodates factory catalytic converter.
87) Will not fit models with round port heads.
88) Header designed for tube chassis PRO-STOCK style cars with strut front end.
89) Will not fit models with rear A/C without modifications to A/C lines.
90) See page 70 for more information on Hooker Competition exhaust systems or pages 52-54 for Hooker Super Competition exhaust systems.
91) Will not fit the station wagons.
92) This header is equipped with a fitting to accept the stock oxygen sensor.
93) Designed to fit the silent shaft engine.
94) This header comes with accommodations for E.G.R., oxygen sensor and air pump (smog tree welded to header).
95) Will not fit 1967 Y-block engines.
96) The header requires 1958 or later engine blocks and Hooker frame mounts #12606.
    - Use rear mount #12630 for the Turbo 350, aluminum powerglide or manual transmission.
    - All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.
97) Installation with manual transmission requires use of bellhousing from 1975-78 Skyhawk, Starfire or '78 Monza. Use stock Vega clutch cable. For heavy duty application use any V8 Monza clutch cable.
98) 71-74 engine installation requires use of GM factory parts, frame stand, left #1705321, right #1746350. U-shape bracket, left #1249826, right #1250392, rubber motor mount, left #1250717, right #1250716. Above parts also available from 75-78 Skyhawk, Starfire or 78 Monza.
    - 71-74 use rear mount Hooker #12636 for Turbo 400 installation.
    - 71-74 use rear mount Hooker #12637 for Turbo 350, 4 speed or aluminum powerglide.
    - 1975 retain stock crossmember and use Buick V6 rubber transmission mount from 75-78 Skyhawk, Starfire or 78 Monza.
    - 76-79 use rear mount Hooker #12635 for Turbo 350, 4-speed or aluminum powerglide installation.
    - All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.
99) Designed for W-2 heads only.
100) System includes two Super Competition turbo mufflers #21106 and will bolt to the factory four bolt catalytic converter outlet flange.
101) Will not fit Club Cab.
102) This header requires the use of Hooker installation kit #12616 which consists of front and rear frame mounts and fiberglass replacement firewall. This kit will fit Turbo 350, 4-speed or aluminum powerglide transmission. Will **NOT** fit the Turbo 400 transmission. All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.
103) This header is designed for any front mount that will place the centerline of the crankshaft 6" above the crossmember.
104) Fits cross flow "Iron Duke" only.
105) Hooker muffler #21009 slip-in design to be used with sidetubes.
106) This header requires Hooker frame mounts #12610 and two Chevrolet later model Corvette motor mounts, GM #17980387. Will fit either a turbo 350 or 700 R-4 transmission using the stock S-10/S-15 crossmember and rubber transmount.
107) This header requires use of Hooker installation kit #12605 which consists of front frame mounts and hardware, also will need 2 Ford motor mounts #DOOZ6038G.
108) Use Hooker transmount #12676 for C-4 automatic transmission or Borg-Warner and "Top-Loader" model 4-speed, will also need one Ford transmission mount #D3DZ6068A.
109) This header requires use of Advance Adapter or Downey Toyota Swap Kit.
110) Two tubes over frame on driver's side and one tube over frame on passenger's side.
111) Maximum ground clearance design for cars lowered up to 4 inches.
112) Buick supplied the V-6 engine, prior to 1979, with low port heads. 1979 and later engines used the high port head identifiable by a freeze plug in the front of the head. This header designed for high port head.
113) Fits fuel injection engines only.
114) Will fit aluminum powerglide trans only.
115) Requires engine to be moved 1" to right side. Tilton or Hamburger type starter also required.
116) This header requires the use of 1969-70 Mustang 302 Boss or 351 Boss frame mount brackets, motor mounts and clutch equalizer shaft for manual transmission applications.

117) Reducers available with oxygen sensor on 1980 and later models. 2 1/2" bolt-on part #11045, 3" bolt-on part #11046, 2 1/4" slip on part #11141 or 2 1/2" slip-on part #11140.
118) This header requires Hooker frame mount #12651 for GM 4 speed.
119) This header requires the use of Hooker transmission mounts.
- 1970-72 use rear transmission mount #12652 for Turbo 350.
- 1973-78 use rear transmission mount #12653 for Turbo 350.

120) Will fit Corvette D-port aluminum angle plug heads.
121) Will not fit with Turbo 400 unless trans crossmember is set back 2" at the mount.
122) Three tubes over frame on passenger side and one tube over frame on driver's side.
123) Dog Leg Port.
124) Dual kit fits only standard 16 gallon gas tank.
125) Will not fit 1977 1/2 and later Lo-Boy.
126) Some factory heads do not have bolt hole in end. Holes must be drilled and tapped to assure proper seal.
127) Will not fit angle plug heads.
128) This header requires installation kit #12620 with Turbo 350, Saginaw 4-speed, Muncie 4-speed and Chevette rack and pinion steering.
129) Will not fit 1982 Buick Century (front wheel drive).
130) Header dual exhaust system fits 1973-87 only.
131) Available with fitting to accommodate oxygen sensor. Add an X in front of the part number when ordering.
132) This header requires Hooker frame mount #12677. Use factory stock rear transmission mount.
133) Header dual exhaust system fits 1963-82 only.
134) This swap requires original frame stands and motor mounts from either 2 or 4 WD 1983 Fords with a 460.
135) This is a Tri-Y header. Primary length 15", secondary length 17".
136) Modification of rear crossmember necessary for installation of left-hand collector.
137) This header requires use of Advanced Adapter Swap Kit.
138) Will not fit with heater.
139) Front differential pinion is below centerline of axle.
140) Front differential pinion is above centerline of axle.
141) See page 46-47 for Specialty Exhaust Product applications.
142) Will not fit hydraulic clutch.
143) Part number 16862 will fit 1979-85 cars if a double hump trans crossmember is used.
144) When this header is installed on clutch equipped cars, top racers have found improved performance when 4" Classic #11762 or Merged #14762 collectors are used. Collectors purchased separately see page 51.
145) Headers will fit only if stock small block frame stands and motor mounts are used.
146) This header requires Hooker front frame mounts #12609 and Hooker transmission mount #12649 for Turbo 400. Powerglide and Turbo 350 transmissions may use stock transmission crossmember.
147) See page 44 for more information on Hooker Super Competition Cat-Back exhaust systems.
148) Headers will fit their respective applications only if big block engine frame stands are used from the following applications; Camaro 1970-72, Chevelle 1968-72, Nova 1968-72.
149) Does not fit fuel injection engines.
150) Will fit on angle plug heads **except** 3/4" reach plug applications.
151) Header designed to fit Ram Air II/IV, Super Duty, HO and Edelbrock Performer RPM heads only.
152) This header is exempted from the prohibitions of Section 27156 of the California Vehicle Code for 1975-82 Chevrolet/GMC trucks and Blazer/Jimmy equipped with an engine of displacement between 305-400 cubic inch engines, excluding those catalytic equipped vehicles using feedback controls (CARB E.O. #D-164.).
153) Dual kit runs outside frame.
154) Dual kit exits in front of rear wheels.
155) Will not fit manual transmissions during 1971-76.
156) Long wheel base only.
157) Will not fit stock manifolds that exit straight down.
158) Dual kit will not fit vans with dual O.E.M. air conditioning.
159) Dual kit will not fit 1968-72 pickups with camper special gas tank.
160) Dual kit runs down right hand side between frame and drive shaft.
161) Manifold duals will not fit 1965-67.
162) Manifold duals fit 1965-76.
163) Will only fit 16 bolt F.E. cylinder heads with the top four exhaust bolt holes in line. Will not seal properly on heads with the end upper bolts lower than the center bolts.
164) Will only fit F-250 models manufactured before 2/1/77.
165) Engine swap mount kit #12678 requires the purchase of (2) isolators, seal power #270-2290 and (2) Ford engine mounts #D3LY-6030A right side and #D3LY-6031A left side.
166) Engine swap mount kit #12679 requires the purchase of (2) Anchor engine mounts #2329 or equivalent.
167) Super Competition exhaust system #16922 will not fit with Muncie SM420 cast iron transmission.
168) This is a tuned equal length "SHORTY" style header which will bolt directly to the factory exhaust head pipes.
169) This is a 50 state legal header C.A.R.B. E.O.#D-164-7.
170) This is a replacement "SHORTY" style header that bolts directly to the factory headpipes and accommodates air injection.
171) Header includes a high flow Y-pipe and flange to accommodate stock catalytic converter. Will not fit 1995 dual catalytic converter cars. Some cutting and welding required.
172) System accommodates oxygen sensors and air injection.
173) Fits T.P.I. engines with single 3" inlet catalytic convertor only. Includes a high flow Y-Pipe.
174) This exhaust system is supplied without mufflers. It is designed to use Hooker Aero Chamber #21502, Maximum Flow #21602 or equivalent.
175) Requires use of 1966 and later motor mounts and frame mounts Ford P.N. D00Z6038G and because of possible chassis sag the shock towers must measure a minimum of 33 3/4" measured between the top of the shocks. Header will fit with C-6 transmission.
176) This system has been designed to accommodate the following Hooker mufflers: Aero Chamber P.N. 21502, Maximum Flow P.N. 21602, Super Competition Turbo P.N. 21106 or Competition Turbo P.N. 21006. Chrome or stainless tips are available separately. Tip inlet I.D. required is 2 1/2".
177) Engine Code is the eighth digit in the VIN Code.
178) Fits 93-94 pickups with stock dual exhaust outlets.
179) Includes 2 1/2" high flow Y-Pipe to accommodate stock catalytic converter.
181) This is a replacement "Shortie" style header which will bolt directly to the factory exhaust headpipes.
182) Installation requires purchase of muffler/tailpipe hanger brackets Ford P/N 4ZZ-5A246 and 6ZZ-5C236A
183) 79-85 models require use of 86 or later double hump crossmember.
184) Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 67-69 Camaro & 73-75 Nova versions are currently available from "Rick's First Generation Camaro"
185) Will not fit with Edelbrock angle plug heads.
186) Will not fit 168 tooth flywheel/flexplate applications unless IMI starter part number IMI-102 is used.
187) This header will fit the TFS Twisted Wedge race head. The inner flange is not used. Head has been drilled to accept the outer flange and uses the provided 5/16" header bolts.
188) Will not fit 1963-65 Fairlanes. See part number 6134
189) This is a replacement "Shortie" style header which will bolt directly to the factory exhaust headpipes.
190) Will not fit Dart 360 aluminum head because of 1/4" taller port location.
191) Push Bars with a manufactured date code of 1-01-97 or later will fit the 1997 models.
192) Installation requires removing or trimming bumper guards and relocation of fog lamps.
193) 2 1/4" O.D. Cross Bars.
194) Will not fit vehicles with ground effects kit.
195) These exhaust systems require center inlet/offset outlet mufflers. Aero Chamber mufflers are not available in this configuration. We recommend using Maximum Flow #21601, Super Competition Turbo #21105 or Competition Turbo #21005 mufflers with these kits.
196) Will not fit with C-6 transmission.
197) Will fit with the 82 and later Lakewood scattershield.
198) Fits with a 4 bolt flange catalytic converter.
199) Systems available with show quality chrome tailpipes.
200) Hooker headers for MOPAR 383-440 engines will bolt on the popular aftermarket B-S heads. However, because the exhaust port centerline on these heads is 5/8" higher and 3/8" out from the engine centerline compared to stock heads, some header modifications will be required for installation. Custom header applications will be required to fit the B-1 heads because of angled spark plug location.
201) Hooker headers for MOPAR 318-360 engines will bolt on the popular aftermarket B-A heads. However, because the exhaust port centerline on these heads is 5/8" higher and 3/8" out from the engine centerline compared to stock heads, some header modifications will be required for installation. Spark plug locations require cutting header flanges for clearance. Do-It-Yourself accessories can be found on pages 51-56.
202) Header flange uses Reher and Morrison 18° sub-plate bolt pattern
203) This is a true dual system utilizing 2 Maximum Flow Mufflers.
204) Does not fit 2 speed automatic transmission.
205) Dart head applications require using Accel short spark plugs #276-S and 90° Taylor spark plug boots for needed clearance.
206) Will fit only with block mount starter.
207) Will not fit with Edelbrock aluminum heads.
208) GT applications require P.N. 21499 chrome turndown tips to complete the installation.
209) Fits with 168 tooth flywheel.
210) Does not fit dual catalytic equipped cars.
211) Does not fit with 168 tooth flywheel.
212) Does not fit with AFR angle plug heads.
213) Fits 62-65 Fairlanes only.
214) This header does not fit the Cutlass Supreme Model.
215) This is a 50 state legal header C.A.R.B. E.O. # D-164-5.
216) Designed for lifted vehicles only. A minimum of 2 1/2" lift is required.
217) This is a 50 state legal header C.A.R.B. E.O. # D-164-6.
218) Will not fit dual air pump.
219) 86-87 models need to fabricate headpipes.
220) 98 models with engine families WCRXAO360H31 and WCRXAO360J31 are not 50 state legal.
221) This header will fit with factory air conditioning on 64-67 Chevelle and El Caminos.
222) Fits 2WD model only.
223) This is a "shortie" style header for maximum ground clearance.
224) Will not fit with passenger car heads.
225) This systems exits behind the rear wheels.
226) Will fit C-6 transmission.
227) This is an emission compatible header. To accommodate stock catalytic converter, you must purchase Y-pipe #16721 for 2WD and #16722 for 4WD trucks.
228) This is a 50 state legal header C.A.R.B. E.O. #D-164-8.
229) This is a 3 step header (1 1/8",2", to 2 1/8") that is designed to fit with Danchuk sidemount and transmission crossmember.
231) Will not fit VIN "w" if ordered with air tubes.
232) Will not accommodate 605 gear box.
233) Aluminized "X" pipe that bolts to factory and aftermarket cat-backs is available under P/N 16762HKR
234) Aluminized "Y" pipe that bolts to factory and aftermarket cat-backs is available under P/N 16723HKR
235) Does not fit 4WD
236) Includes oxygen sensor extension harness(s)
237) Will fit with 168-tooth flywheel if used with Powermaster mini starter P/N 9500
238) Fits both LT-1 engines and standard Chevrolet small-block engines
239) Requires use of Anchor mount #2292
240) Requires use of Anchor mount #2713
241) Modification required to stock exhaust required to retain catalytic convertor
242) Will not fit Saginaw close-ratio power steering
251) 4WD drive only
252) Aluminized "Y" pipe that bolts to factory or aftermarket cat-back is available under 16767HKR
253) Aluminized dual exhaust kits that bolts to 2452HKR is available under 16523HKR
254) Aluminized "X" pipe that bolts to factory or aftermarket cat-back is available under 16761HKR
256) "Y" pipe will fit with 2460HKR only
257) Will not fit heavy duty models
258) Aluminized "Y" pipe that bolts to factory or aftermarket cat-back is available under 16765HKR.
259) Redesigned for better clearance for idler arm. Collector is in original location.
260) Will fit 605 gearbox.
261) Will not fit kickout style oil pan
262) Will not fit with Moroso rear sump pan.
263) Requires modifications to the crossmember.
264) Comes with show polished stainless tips.
265) Redesigned for improved clearances.
266) Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit.64-77 Chevelle versions are currently available from "Original Parts Group"
267) Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit.
268) Will fit with most aftermarket engine mounts that utilize a base plate that bolts to stock block location combined with an offset upper frame adaptor.
269) These headers will not fit any factory application with side engine mounts including 63-82 Corvette.
270) Includes extension pipes for use with factory exhaust manifolds or EO headers.
271) Includes 2 stainless steel Aero Chamber mufflers with stainless steel tips.
272) Includes Y-pipe assembly.
273) With EGR, w/o air.
274) With EGR.
275) Without EGR
276) With air.
277) Stainless steel "X" pipe that bolts to factory or Aero Chamber™ muffler is part number 16874HKR.
278) No EGR fitting for 97-98 model years.

* This part number is special order only.
(*) Not legal for sale or use on vehicles originally equipped with catalytic converters - for racing use only and not intended or applicable for highway use.

INDEX

PART #-TO-PAGE INDEX

Part No.	Pg.
1103HKR	13
1103-1HKR	13
1115HKR	13
1203HKR	13
1203-1HKR	13
2001HKR	30
2021HKR	5
2021-1HKR	5
2026HKR	5
2026-1HKR	5
2049HKR	4
2049-1HKR	4
2050HKR	4
2050-1HKR	4
2055HKR	4
2055-1HKR	4
2060HKR	4
2060-1HKR	4
2061HKR	4
2061-1HKR	4
2062HKR	4
2062-1HKR	4
2063HKR	4
2063-1HKR	4
2064HKR	4
2064-1HKR	4
2065HKR	5
2065-1HKR	5
2075HKR	5
2075-1HKR	5
2076HKR	4
2076-1HKR	4
2077HKR	4
2077-1HKR	4
2080HKR	5
2080-1HKR	5
2081HKR	5
2081-1HKR	5
2082HKR	5
2082-1HKR	5
2083HKR	5
2083-1HKR	5
2084HKR	5
2084-1HKR	5
2100HKR	30
2100-2HKR	30
2101HKR	30
2102HKR	15
2102-1HKR	15
2103HKR	15
2103-1HKR	15
2108HKR	14
2108-1HKR	14
2110HKR	15
2110-1HKR	15
2111HKR	14
2111-1HKR	14
2112HKR	15
2112-1HKR	15
2116HKR	14
2116HKR	20
2116-1HKR	15
2116-1HKR	20
2117HKR	14
2117-1HKR	14
2118HKR	14
2118-1HKR	14
2118-1HKR	14
2122HKR	14
2122-1HKR	14
2123HKR	14
2123-1HKR	14
2124HKR	14
2124-1HKR	14
2129HKR	24
2129-1HKR	24
2130HKR	14
2130-1HKR	14
2131HKR	14
2131-1HKR	14
2134HKR	14
2134-1HKR	14
2135HKR	15
2135-1HKR	15
2136HKR	14
2136-1HKR	14
2137HKR	14
2137-1HKR	14
2138HKR	14
2138-1HKR	14
2140HKR	25
2140-1HKR	25
2143HKR	14
2143-1HKR	14
2147HKR	25
2147-1HKR	25
2149HKR	14
2150HKR	13
2150-1HKR	13
2151HKR	14
2151-1HKR	14
2171HKR	15
2171-1HKR	15
2180HKR	30
2180-2HKR	11
2181HKR	30
2183HKR	30
2200HKR	30
2201HKR	25
2201-1HKR	25
2202HKR	15
2202-1HKR	15
2205HKR	14
2205-1HKR	14
2207HKR	14
2207-1HKR	14
2210HKR	14
2210-1HKR	14
2213HKR	14
2213-1HKR	14
2214HKR	14
2217HKR	14
2217-1HKR	14
2220HKR	14
2220-1HKR	14
2224-3HKR	11
2225HKR	14
2225-1HKR	14
2225-1HKR	25
2226HKR	24
2226-1HKR	24
2227HKR	25
2227-1HKR	25
2231HKR	14
2231-1HKR	14
2239HKR	14
2239-1HKR	14
2240HKR	24
2240-1HKR	24
2241HKR	24
2241-1HKR	14
2242HKR	13
2242-1HKR	13
2243HKR	14
2243-1HKR	14
2244HKR	25
2244-1HKR	25
2250HKR	14
2250-1HKR	14
2253HKR	14
2253-1HKR	14
2253-2HKR	11
2254HKR	14
2254-1HKR	14
2254-2HKR	14
2265HKR	14
2265-1HKR	14
2280HKR	25
2280-1HKR	25
2285HKR	14
2285-1HKR	14
2287HKR	14
2287-1HKR	14
2300HKR	30
2301HKR	30
2302HKR	30
2303HKR	30
2304HKR	34
2304-1HKR	34
2308HKR	34
2308-1HKR	34
2310HKR	35
2310-1HKR	35
2312HKR	30
2313HKR	30
2314HKR	30
2315HKR	30
2348HKR	37
2386HKR	34
2386-1HKR	34
2401HKR	34
2401-1HKR	34
2404HKR	35
2404-1HKR	35
2405HKR	35
2405-1HKR	35
2410HKR	35
2413HKR	14
2451HKR	7
2451-1HKR	7
2451-2HKR	7
2452HKR	8
2452-1HKR	8
2452-2HKR	8
2453HKR	8
2453-1HKR	8
2454HKR	8
2454-1HKR	8
2454-2HKR	8
2455HKR	7
2455-1HKR	7
2455-2HKR	7
2456HKR	7
2456-1HKR	7
2457HKR	7
2457-1HKR	7
2458HKR	7
2458-1HKR	7
2459HKR	8
2459-1HKR	8
2460HKR	7
2460-1HKR	7
2460-2HKR	11
2462HKR	8
2462-2HKR	8
2463HKR	8
2463-2HKR	8
2464HKR	8
2464-1HKR	8
2465HKR	8
2465-1HKR	8
2466HKR	7
2466-1HKR	7
2542HKR	37
2602HKR	13
2602-1HKR	13
2801HKR	20
2801-1HKR	20
2806HKR	20
2806-1HKR	20
2817HKR	24
2817-1HKR	24
2819HKR	20
2819-1HKR	20
2826HKR	20
2826-1HKR	20
2827HKR	22
2827-1HKR	21
2839HKR	24
2839-1HKR	24
2841HKR	20
2841-1HKR	20
2842HKR	20
2842-1HKR	20
2847HKR	20
2847-1HKR	20
2850HKR	20
2850-1HKR	20
2851HKR	20
2851-1HKR	20
2953HKR	36
2954HKR	36
2956HKR	36
2957HKR	36
2959HKR	36
3101HKR	17
3101-1HKR	17
3104HKR	17
3104-1HKR	17
3107HKR	13
3107-1HKR	13
3108HKR	17
3108-1HKR	17
3201HKR	17
3201-1HKR	17
3202HKR	17
3202-1HKR	17
3203HKR	26
3203-1HKR	26
3901HKR	10
3901-1HKR	10
3901-2HKR	10
3902HKR	10
3902-1HKR	10
4106HKR	18
4106-1HKR	18
4107HKR	18
4107-1HKR	18
4108HKR	18
4108-1HKR	18
4109HKR	18
4109-1HKR	18
4111HKR	18
4111-1HKR	18
4201HKR	18
4201-1HKR	18
4202HKR	18
4202-1HKR	18
4901HKR	10
4901-1HKR	10
4902HKR	10
4902-1HKR	10
5012HKR	5
5012-1HKR	5
5013HKR	5
5013-1HKR	5
5014HKR	5
5014-1HKR	5
5015HKR	5
5015-1HKR	5
5016HKR	5
5016-1HKR	5
5017HKR	5
5017-1HKR	5
5018HKR	5
5018-1HKR	5
5101HKR	15
5101-1HKR	15
5111HKR	15
5111-1HKR	15
5113HKR	15
5113-1HKR	15
5115HKR	15
5115-1HKR	15
5116HKR	15
5116-1HKR	15
5204HKR	15
5204-1HKR	15
5205HKR	15
5205-1HKR	15
5208HKR	15
5208-1HKR	15
5209HKR	15
5209-1HKR	15
5210HKR	15
5210-1HKR	15
5215HKR	15
5215-1HKR	15
5303HKR	34
5303-1HKR	34
5320HKR	34
5320-1HKR	34
5322HKR	34
5481HKR	34
5481-1HKR	34
5484HKR	36
5602HKR	15
5602-1HKR	15
5707HKR	15
5707-1HKR	15
5803HKR	21
5803-1HKR	21
5809HKR	22
5809-1HKR	22
5810HKR	20
5810-1HKR	20
5811HKR	20
5811-1HKR	20
5812HKR	23
5815HKR	23
5834HKR	20
5834-1HKR	20
5901HKR	8
5901-1HKR	8
5902HKR	8
5902-1HKR	8
5903HKR	8
5903-1HKR	8
5905HKR	8
5905-1HKR	8
6000HKR	30
6001HKR	30
6003HKR	30
6050HKR	5
6050-1HKR	5
6102HKR	16
6102-1HKR	16
6110HKR	16
6110-1HKR	16
6111HKR	16
6111-1HKR	16
6113HKR	16
6113-1HKR	16
6114HKR	16
6114-1HKR	16
6115HKR	16
6115-1HKR	16
6116HKR	16
6116-1HKR	16
6119HKR	16
6119-1HKR	16
6120HKR	16
6120-1HKR	16
6124HKR	16
6124-1HKR	16
6125HKR	16
6125-1HKR	16
6126HKR	16
6126-1HKR	16
6128HKR	4
6128-1HKR	4
6129HKR	4
6129-1HKR	4
6130HKR	17
6130-1HKR	17
6131HKR	4
6131-1HKR	4
6132HKR	4
6132-1HKR	4
6133HKR	4
6133-1HKR	4
6134HKR	16
6134-1HKR	16
6160HKR	26
6160-1HKR	26
6161HKR	26
6161-1HKR	26
6163HKR	26
6201HKR	16
6201-1HKR	16
6203HKR	16
6203-1HKR	16
6205HKR	17
6208HKR	26
6208-1HKR	26
6209HKR	16
6209-1HKR	16
6210HKR	16
6210-1HKR	16
6211HKR	16
6211-1HKR	16
6222HKR	16
6222-1HKR	16
6223HKR	26
6223-1HKR	26
6224HKR	26
6224-1HKR	26
6225HKR	16
6225-1HKR	16
6226HKR	26
6226-1HKR	26
6227HKR	16
6227-1HKR	16
6228HKR	26
6228-1HKR	26
6229HKR	17
6229-1HKR	17
6229-2HKR	11
6230HKR	17
6230-1HKR	17
6230-2HKR	11
6231HKR	26
6231-1HKR	26
6233HKR	17
6233-1HKR	17
6375HKR	34
6375-1HKR	34
6601HKR	16
6601-1HKR	16
6802HKR	26
6802-1HKR	26
6808HKR	23
6808-1HKR	23
6809HKR	21
6809-1HKR	21
6811HKR	21
6811-1HKR	21
6823HKR	21
6823-1HKR	21
6824HKR	26
6824-1HKR	26
6827HKR	21
6827-1HKR	21
6829HKR	21
6829-1HKR	21
6832HKR	22
6832-1HKR	22
6837HKR	21
6837-1HKR	21
6838HKR	21
6838-1HKR	21
6839HKR	21
6839-1HKR	21
6841HKR	25
6841-1HKR	25
6842HKR	21
6842-1HKR	21
6843HKR	5
6843-1HKR	5
6854HKR	5
6854-1HKR	5
6855HKR	5
6855-1HKR	5
6856HKR	5
6856-1HKR	5
6901HKR	9
6901-1HKR	9
6901-2HKR	9
6902HKR	9
6902-1HKR	9
6903HKR	9
6903-1HKR	9
6904HKR	9
6904-1HKR	9
6905HKR	9
6905-1HKR	9
6906HKR	9
6906-1HKR	9
6907HKR	9
6907-1HKR	9
6908-1HKR	9
6909HKR	9
6909-1HKR	9
6910HKR	10

Part No.	Pg.
6910-1HKR	10
6911HKR	9
6911-1HKR	9
6912HKR	9
6912-1HKR	9
6913HKR	9
6913-1HKR	9
6914HKR	9
6914-1HKR	9
6915HKR	9
6915-1HKR	9
6916HKR	9
6916-1HKR	9
6920HKR	9
6920-1HKR	9
6921HKR	9
6921-1HKR	9
7103HKR	13
7103-1HKR	13
7104HKR	13
7104-1HKR	13
7105HKR	13
7105-1HKR	13
7901HKR	7
7901-1HKR	7
8900HKR	10
8900-1HKR	10
9401HKR	7
9401-1HKR	7
9402HKR	7
9402-1HKR	7
9403HKR	7
9403-1HKR	7
9810HKR	24
9810-1HKR	24
9814HKR	22
9820HKR	21
9820-1HKR	21
9825HKR	21
9825-1HKR	21
9826HKR	23
9826-1HKR	23
9828HKR	21
9828-1HKR	21
9829HKR	21
9829-1HKR	21
9851HKR	5
9851-1HKR	5
10802HKR	62
10803HKR	62
10804HKR	62
10807HKR	62
10808HKR	62
10809HKR	62
10810HKR	62
10812HKR	62
10819HKR	62
10820HKR	62
10822HKR	62
10823HKR	62
10825HKR	62
10827HKR	62
10828HKR	62
10829HKR	62
10836HKR	62
10838HKR	62
10845HKR	62
10846HKR	62
10848HKR	62
10849HKR	62
10852HKR	62
10860HKR	62
10861HKR	62
10863HKR	62
10871HKR	62
10872HKR	62
10873HKR	62
10877HKR	62
10878HKR	62
10882HKR	62
10891HKR	62
10912HKR	60
10917HKR	60
10918HKR	60
10922HKR	60
10925HKR	60
10926HKR	60
10927HKR	60
10928HKR	60
10961HKR	60
10979HKR	61
10980HKR	61
10981HKR	57
10983HKR	57
10984HKR	57
11024HKR	61
11025HKR	61
11026HKR	61
11030HKR	61
11035HKR	61
11036HKR	61
11037HKR	61
11040HKR	61
11045HKR	61
11046HKR	61
11125HKR	61
11130HKR	61
11136HKR	61
11138HKR	61
11139HKR	61
11143HKR	61
11230HKR	60
11235HKR	60
11330HKR	60
11331HKR	60
11335HKR	60
11336HKR	60
11338HKR	60
11340HKR	60
11425HKR	57
11430HKR	57
11435HKR	57
11515HKR	59
11522HKR	59
11530HKR	59
11540HKR	59
11542HKR	59
11552HKR	59
11560HKR	59
11562HKR	59
11570HKR	59
11621HKR	53
11622HKR	53
11626HKR	53
11629HKR	53
11650HKR	53
11654HKR	53
11661HKR	53
11666HKR	53
11701HKR	58
11702HKR	58
11730HKR	58
11742HKR	58
11752HKR	58
11760HKR	58
11762HKR	58
11764HKR	58
11770HKR	58
11808HKR	54
11809HKR	54
11810HKR	54
11822HKR	54
11828HKR	54
11829HKR	54
11831HKR	54
11832HKR	54
11833HKR	54
11834HKR	54
11841HKR	54
11851HKR	54
11857HKR	54
11858HKR	54
11859HKR	54
11863HKR	54
11866HKR	54
11870HKR	54
11871HKR	54
11872HKR	54
11873HKR	54
11887HKR	54
11890HKR	54
11891HKR	54
11892HKR	54
11893HKR	54
12101HKR	57
12102HKR	57
12103HKR	57
12104HKR	57
12105HKR	57
12200HKR	55
12210HKR	55
12220HKR	55
12230HKR	55
12240HKR	55
12250HKR	55
12260HKR	55
12270HKR	55
12280HKR	55
12285HKR	55
12310HKR	55
12311HKR	55
12320HKR	55
12325HKR	56
12330HKR	55
12331HKR	56
12333HKR	56
12336HKR	56
12340HKR	55
12341HKR	56
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HOOKER®HEADERS
A Holley® Performance Brand

HOLLEY PERFORMANCE PRODUCTS
LIMITED WARRANTY

All Holley Performance Products Limited Warranties are extended to the original consumer only. This Limited Warranty is not assignable or otherwise transferable. There are no warranties that extend beyond those stated herein. Holley Performance Products offers no other warranties expressed or implied beyond this Limited Warranty.

In the event of an alleged defect in material or workmanship, Holley Performance Products' responsibility is strictly limited to repair or replace the defective product. Holley has no other obligation expressed or implied. Final warranty determination will be in the sole discretion of Holley Performance Products. Holley shall not be responsible for; (a) actual or alleged labor, transportation, or other incidental charges; or (b) actual or alleged consequential or other damages incurred by use of any product of Holley Performance Products.

To initiate the warranty process, the consumer must return the alleged defective product to the place of purchase with a dated receipt and completed applicable warranty claim tag. Warranty claims will be rejected if the date of purchase cannot be established by the consumer. Do not send products directly to Holley Performance Products. Holley Performance Products assumes no responsibility for products sent directly to Holley Performance Products.

This Limited Warranty sets forth specific legal rights. The consumer may have other rights as a result of variations in state laws or provincial laws. This Limited Warranty supersedes all prior warranty statements.

HOLLEY / FLOWTECH / HOOKER / NOS / WEIAND – NEW PRODUCT
Holley Performance Products warrants its new Holley, Flowtech, Hooker, NOS, and Weiand products to be free from defects in material and workmanship for a period of 90 days from date of purchase.

Holley Performance Products Limited Warranty specifically does not apply to products, which have been (a) modified or altered in any way; (b) subjected to adverse conditions, such as misuse, neglect, accident, improper installation or adjustment, dirt or other contaminants, water, corrosion, or faulty repair; or (c) used in other than those applications recommended by Holley Performance Products. Holley Performance Products also does not warrant, and disclaims all liability for products used in racing activities and / or applications other than those specifically recommended in the current brand catalog.

Holley limits the warranty on Metallic Ceramic Coatings to be free from defects in material and workmanship for a period of 90 days form the date of purchase. This limited coating warranty does not apply to any products which have been subjected to adverse conditions, such as high heat encountered during engine break-in or if used during any racing activity.

MARINE PRODUCTS
Holley Performance Products warrants its new marine products to be free from defects in material and workmanship for a period of 90 days from date of purchase. For the safety and protection of persons and property, all United States Coast Guard and other marine product safety installation and use requirements and recommendations must be carefully studied and applied. The above recommendations include, but are not limited to the recommendation that the installation, adjustment, and repair of Holley carburetors or other marine products must be performed only by a trained mechanic having adequate marine fuel system experience, and in strict compliance with the applicable Holley installation, maintenance, and other instructions. Failure to follow such requirements and recommendations will void this Holley Marine Limited Warranty, and Holley disclaims any responsibility and / or liability for accidents resulting from such failure.

Holley Performance Products Limited Warranty specifically does not apply to products, which have been (a) modified or altered in any way; (b) subjected to adverse conditions, such as misuse, neglect, accident, improper installation or adjustment, dirt or other contaminants, water, corrosion, or faulty repair; or (c) used in other than those applications recommended by Holley Performance Products. Holley Performance Products also does not warrant, and disclaims all liability for products used in racing activities and / or applications other than those specifically recommended in the current brand catalog.