



**PART NO. 2062HKR (painted) & 2062-1HKR (ceramic coated)**  
**SUPER COMPETITION EMISSION-COMPATIBLE HEADERS**  
**1994-95 Camaro / Firebird 350 LT-1**  
**C.A.R.B. E.O. D-164-5**

**NOTE:** General Motors changed the A.I.R. systems near the end of 1995. The change was made to all 50 states and Canada cars. On the passenger's side, GM changed the A.I.R. pipe, hose, and threads on the exhaust manifold. The change on the driver's side was to the A.I.R. pipe and the threads on the manifold. The threads were changed from 7/8-18 to 3/4-16. Hooker P/N 2062HKR will not fit the new style A.I.R. system as is. You will need to purchase the following GM parts if you have the new style: Hose, GM P/N 12550222; A.I.R. passenger's side pipe, GM P/N 10244578; A.I.R. driver's side pipe, GM P/N 12550779

**NOTE:** THIS HEADER WILL FIT WITH ANGLE PLUG HEADS.

**NOTE:** This tuned shorty-style header and crossover pipe is designed to be a direct replacement for the stock manifolds and crossover pipe by General Motors and is exempted from the prohibition of Section 27156 of the California Vehicle Code. (C.A.R.B. E.O. D-164-5)

**NOTE:** This header includes a high-flow Y-pipe and flange to accommodate the stock catalytic converter. This header was carefully designed to accept all existing emission hardware. This will not fit 1995 dual catalytic converter cars. In order to install our high-flow header system, it will be necessary to cut and remove a portion of the factory catalytic converter Y-pipe, as instructed and clamp with the option of welding to the provided intermediate pipe.

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your hooker exhaust system.

**WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.**

**BEFORE STARTING**

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure.

**CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK. Take time to inspect both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.**

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery.
2. With engine at overnight cold, use penetrating oil on all nuts and bolts to be removed. This will prevent the possibility of broken or stripped nuts and bolts.
3. Remove the bolts from the headpipe to the exhaust manifolds.
4. Remove the exhaust crossover pipe.

**LEFT SIDE:**

1. Disconnect the A.I.R. (air injector reactor) tube from the exhaust manifold.
2. Disconnect the spark plug wires and remove the spark plugs.
3. Remove the O2 sensor, being careful not to destroy the unit.

**NOTE:** Do not clean or handle the unit in any way. Do not damage wire.

4. Disconnect the temperature sensor wire at the cylinder head and hang wire down by the crank pulley, out of the way.
5. Remove the rear power steering support bracket.
6. Remove the oil filter.
7. Unplug the oil level sensor wire and hang out of the way.
8. Unplug and remove the oil pressure to fuel system cutout relay sensor.
9. Remove the bolts and exhaust manifold from the top side.
10. Clean the exhaust flange surfaces on the cylinder heads at this time.
11. With the gasket in place, install the header from below.
12. Install the header bolts (most restricted first), but DO NOT tighten at this time.
13. With the header loose, start the air pump tube into the fitting on the header.
14. Tighten all the header bolts evenly (most restricted first)
15. Tighten the air injection tube completely at this time (making sure it is pointed forward).
16. Reinstall the temperature sensor wire to the temperature sensor.
17. Reinstall the oil pressure sensor and wire (located over the oil filter in the engine block). Make sure to reinstall the heat insulator boot over the wire and plug.
18. Reinstall the O2 sensor. Use anti-seize on the threads of the sensor and torque to 30 ft./lbs. Reroute the O2 sensor wire from the wire loom to the O2 sensor, making sure all wires are clear of the exhaust system.
19. Reinstall the oil level sensor wire (bottom of oil pan).

20. Reinstall the spark plugs and reconnect the wires. Reinstall the oil filter.

**RIGHT SIDE:**

1. Disconnect the A.I.R. (air injector reactor) tube from the exhaust manifold.
2. Remove the alternator belt and alternator.
3. Disconnect the spark plug wires and remove the spark plugs.
4. Remove the bolt from the EGR tube (behind the rear cylinder port).
5. Remove the power steering support bracket.
6. Remove the bolts and exhaust manifold from the top side.
7. Clean the exhaust flange surfaces on the cylinder heads at this time.
8. With the gasket in place, install the header from below.
9. Install the header bolts (most restricted first), leaving the header loose at this time.
10. Use high-temp silicone sealer on the EGR mating surface and start the nut and bolt.
11. With the header loose, start the air pump tube into the fitting on the header.
12. Tighten all the header bolts evenly (most restricted first).
13. Tighten the A.I.R. tube completely (making sure it is pointed forward).
14. Tighten the EGR flange completely.
15. Reinstall the power steering rear support bracket.
16. Bolt the 4-bolt flange to the crossover pipe.
17. Holding the converter upside down, place the rear of the converter to the receiving flare of the exhaust system and mark your cut at the 4-bolt flange (leave approximately 1/4" to fit inside the flange).
18. Reinstall the catalytic converter in the correct position and weld smoothly around the flange for an air tight seal.

**NOTE:** We recommend MIG or TIG welding.

**CROSSOVER PIPE INSTALLATION:**

1. Install the crossover pipe. Align the pipe and start all bolts. (Use of a high-temp silicone sealer between the catalytic flange and crossover pipe flange is recommended.)
2. Tighten all header bolts evenly, working from the header bolts down to the crossover pipe. Tighten the crossover pipe last. Make sure the catalytic converter and the exhaust system are aligned properly. Tighten from the catalytic converter flange forward ending the procedure at the headpipe.
3. Reinstall the spark plugs and reconnect the wires.
4. Change the spark plug wire ends and boots as needed (We recommend high-temp spark plug wires and boots to withstand the heat from the headers).
5. Make sure that all wires and hoses are clear of the exhaust system. Reroute or insulate them with high-heat asbestos tubing as needed.
6. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

**LIMITATION OF LIABILITY – DISCLAIMER:**

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

**THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

California vehicle code, sections 27156 AND 38391, prohibit the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOOKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

**2062HKR-INST**

**Date: 10-22-04**