

FOOTNOTES

STREET FORCE HEADERS

CAMARO/FIREBIRD LS1 HEADERS & Y-PIPE

COMPETITION HEADERS

MUSTANG GT EXHAUST SYSTEM

SUPER COMPETITION HEADERS

RACE HEADERS

COMPETITION & SUPER COMP EXHAUST KITS

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WARRANTY

- 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 42 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 fabrication of a clutch linkage pivot bracket. 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 #10925HKR left side or #10926HKR 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 fabrication of a clutch cable bracket.
- 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 #21021HKR (glass pack), #21003HKR (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 #15050HKR. For the transplant or anything other than original Chevy II equipment we recommend #2214HKR OR 2243HKR.
- 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 #21021HKR (glass pack) or #21002HKR (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 #6104HKR. 1972 Torino does not require a power steering bracket. Refer to 6110HKR.
- 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 #12601HKR which consists of front and rear motor mounts.
 - 1975-80 front motor mounts #12608HKR.
 - 1976-80 rear mount #12635HKR 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 front and rear frame mounts and firewall modification. 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 #10922HKR for mounting alternator on the right side.
- 53) Smog version #02452HKR 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 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 #12678HKR. 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 heads with factory plug angle.
- 63) This header requires the use of Hooker engine mount kit part #12679HKR. 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 frame mount fabrication. 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.
- 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 #1115HKR 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 alternator bracket 10927HKR or 10917HKR for driver side or alternator bracket 10922HKR or 10912HKR for passenger side. Alternator adapter 10928HKR or 10918HKR are also required..
- 77) Will not fit 1971-73 Mustang/Cougar with manual transmission.
- 78) This design requires the fabrication of a turbo outlet tube.
- 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 #12603HKR.
 - 1976-80 rear mount #12635HKR 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 #10961HKR.
- 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 37-41 for more information on Hooker 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 #12630HKR 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.
- Rear transmission mounts must be fabricated for 71-74 applications.
 - 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 #12635HKR 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 #21106HKR and will bolt to the factory four bolt catalytic converter outlet flange.
- 101) Will not fit Club Cab.
- 102) This header requires the fabrication of front and rear frame mounts and firewall modification.
- 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) See pages 46 & 50 for sidetube mufflers.
- 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 5-10/5-15 crossmember and rubber transmount.
- 107) This header requires fabrication of front frame mounts and also will need 2 Ford motor mounts #D00Z6038G.
- 108) Requires fabrication of transmount 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. See page 61.
- 118) This header requires Hooker frame mount #12651HKR for GM 4 speed.
- 119) This header requires the fabrication of transmission mounts.
- 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 fabrication of engine/transmission mounts, 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 #12677HKR. Use factory stock rear transmission mount. Requires use of factory Ford motor mounts from a 1973-79 Ford truck with a 460 Ford engine. This part has been discontinued from Ford. A salvage yard version must be located.
- 133) Header dual exhaust system fits 1963-82 only.
- 134) This swap requires original frame stands and motor mounts from either 2 or 4WD 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 pages 49 & 50 for Specialty Exhaust Product applications.
- 142) Will not fit hydraulic clutch.
- 143) Part number 16862HKR 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 #11762HKR or Merged #14762HKR collectors are used. Collectors purchased separately.
- 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 #12649HKR for Turbo 400. Powerglide and Turbo 350 transmissions may use stock transmission crossmember.
- 147) See page 37-41 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 #12678HKR 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 #12679HKR requires the purchase of (2) Anchor engine mounts #2329 or equivalent.
- 167) Super Competition exhaust system #16922HKR 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 converter only. Includes a high flow Y-Pipe.
- 174) This exhaust system is supplied without mufflers. It is designed to use Hooker Aero Chamber #21502HKR, Maximum Flow #21602HKR 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. 21602HKR, Super Competition Turbo P.N. 21106HKR or Competition Turbo P.N. 21006HKR. 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.

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- 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 3/16" header bolts.
- 188) Will not fit 1963-65 Fairlanes. See part number 6134HKR
- 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 #21601HKR, Super Competition Turbo #21105HKR or Competition Turbo #21005HKR 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-5 heads. However, because the exhaust port centerline on these heads is 3/8" 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 3/8" 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.
- 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 tips to complete installation. See pages 51 & 52.
- 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 WCRXA0360H31 and WCRXA0360J31 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.
- 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 Danchurch 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.
- 279) High performance cross-pipe and muffler sets are available.
- 280) With 3" long transition Power Spear™ collector.
- 281) Not Cobra Jet
- 282) Requires street and performance engine adaptor kit
- 283) Requires Hooker LS1 adaptor plate P/N 12611HKR
- 284) Includes 3" to 2.5" reducers with O₂ fittings
- 285) Use cross-pipe 16784HKR for EO headers without catalytic converters. Use cross-pipe 16684HKR for Full Length headers or EO headers with catalytic converters.
- 286) Will work with Hooker's full line of exhaust tips
- 287) Driver side #3 cylinder primary tube incorporates bap for power steering box clearance
- 288) Headers fit with close-ratio steering box
- 289) Use ARP 12-point head bolts
- 290) Will fit with AOD (not AODE) transmissions using factory iron or aluminum heads or any aftermarket head with stock horizontal bolt, plug location and plug height. Shift lever must be upright, between the 10 to 2 o'clock position.
- 291) Will fit with AOD (not AODE) transmissions with removal of passenger side casting boss located at the 2 o'clock position. Shift lever must be upright, between the 10 to 2 o'clock position.
- 292) Interference on passenger side shock tower will occur when retrofitting 1970 and later 304, 360 & 401s into 1968-69 bodies

* 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.