**2292HKR (Black), 2292-1HKR (Coated), 2292-3HKR (Darkside), & 2292-4HKR (Titanium)**
**2293HKR (Black), 2293-1HKR (Coated), 2293-3HKR (Darkside), & 2293-4HKR (Titanium)**
**1955-57 Chevrolet – LS (all exc. LS7) Engine Swap Headers**

Thank you for making HOOKER HEADERS your choice for a high-performance header system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced designs in exhaust systems. The installation of any of the above listed headers requires the purchase and use of other aftermarket parts to ensure your headers fit as intended. Other aftermarket parts, other than specified, may also work as substitutions for recommended parts, but cannot be confirmed as being suitable by Holley Performance Products. All required aftermarket parts should be installed as per their respective manufacturer's recommendations.

These headers were designed to be installed in conjunction with the following aftermarket/ non-stock parts:

**Hooker - LS1/ LS2/LS3 engine swap mount kit- part no. 12611HKR**
**Danchuk - Engine swap mount kit- part no. 871A (seam type frame mounts) or 871C (seamless frame mounts)**
**Milodon - LS engine oil pan- part no. 30915**
**Unisteer - 1955-57 Chevrolet rack and pinion steering components- compatible with 2293HKR, 2293-1HKR, 2293-3HKR, & 2293-4HKR headers only**
**GM - 605 power steering box- compatible with 2292HKR, 2292-1HKR, 2292-3HKR, and 2292-4HKR only**

**Other important notes:** These headers are compatible with most common GM automatic transmissions and can also be used with manual transmissions when using a hydraulic master/ slave cylinder configuration to operate the clutch; these headers will not work with the stock manual transmission Z-Bar assembly and linkage. Depending on the transmission you choose to use, the transmission tunnel sheet metal may require modification/alteration to provide adequate transmission-to-body clearance. The required rear transmission mount/crossmember will be determined by the transmission you choose and no specific mount is specified by Holley Performance Products.

The left side header of part numbers 2292HKR, 2292-1HKR, 2292-3HKR, & 2292-4HKR incorporate the use of a clearance "flat" modification in one of the primary tubes to provide adequate clearance between the tube and the popular GM605 steering box; the location of this modification is completely intentional and necessary.

**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.**

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

**RIGHT SIDE**
1. Disconnect the battery cable to prevent electrical system damage. Remove the spark plugs to prevent possible damage.
2. Remove the engine oil dipstick.
3. Remove any and all existing exhaust system components from the engine and vehicle.
4. Starting from below, work the header up through the chassis into position.
5. Insert the header gasket and start all header bolts.
6. Tighten all bolts evenly (most restricted first).
7. Reinstall the spark plugs and dipstick.

**LEFT SIDE**
1. Remove the spark plugs.
2. Starting from below, work the header up through the chassis into position.
3. Insert the header gasket and install all header bolts.
4. Tighten all the bolts evenly (most restricted first).
5. Reinstall the oil filter and spark plugs.
6. Using the remaining supplied components, such as the reducers and/or 02 bungs, finish fabricating the remainder of the exhaust system as desired. Hooker makes a variety of different mufflers and components to support any exhaust fabrication project needs you may have.

When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.