



2464-1HKR (ceramic coated) COMPETITION HEADERS

1988-93 S-10, Blazer / S-15, Jimmy (2WD) V6 4.3L

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.

NOTE: You will need to purchase a 45° 1/2" pipe elbow for the knock sensor relocation (if a knock sensor is located on the vehicle's head).

NOTE: To connect the headers to the exhaust system, purchase Hooker Oxygen Sensor Reducer kit (P/N 11045HKR).

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.

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the alternator and alternator bracket.
3. Remove spark plugs, wires, wire holders, and front driveshaft. Remove the knock sensor if it is located in an affected area (the left side head).

NOTE: You will need a drain pan if you remove the knock sensor, because it is plumbed into a water jacket.

4. Support the transmission in place and remove the crossmember. To remove the left manifold and power steering bracket, you will need to remove the power steering pulley (use KD tool 2897).
5. Remove the upper bolt on the steering and slide the coupler down the shaft to disconnect.
6. Remove the headpipe and exhaust manifold. Reinstall the transmission crossmember.
7. Starting from below, work the header up through the chassis into position.
8. Slide the gasket into position between the header and engine. Start all header bolts, and then tighten evenly with light torque.
9. Reconnect the steering shaft, replace the front driveshaft, and reinstall the knock sensor with the purchased 45° elbow (if knock sensor removal was necessary). Tighten all bolts evenly.
10. Replace the plugs and reroute the plug wires for the best fit (A new set of 90° boot high-temp spark plug wires is required. Accell header plugs are recommended for maximum clearance).
11. Examine the clearances of the plugs and steering shaft. Adjust the header's position by loosening the header bolts and retightening, as necessary to correct torques.

RIGHT SIDE:

1. Remove the spark plugs, plug wires, exhaust manifold, and dipstick tube.
2. Starting from below, work the main body of the header up into position (remove starter if necessary). Install the slip-tube into the main body of the header. Install the gasket and start the bolts. Reinstall the start (if removed) with the header loose. Reinstall the dipstick tube.
3. Tighten all bolts evenly (most restricted first).
4. Replace the spark plugs and wires.
5. Examine the clearances of the plugs and steering shaft. Adjust the header's position by loosening the header bolts and retightening, as necessary to correct torques.
6. To connect the headers to the exhaust system, purchase Hooker Oxygen Sensor Reducer kit (P/N 11045HKR).
7. The oxygen sensor wire will need to be extended approximately 8".
8. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission fluid lines, heater hoses, and electrical wires have sufficient clearance. Reroute, as necessary.
9. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

Exhaust systems can also be fabricated using any of the following:

- Super Competition Aero Chamber Mufflers: 21500HKR, 21501HKR, or 21502HKR
- Super Competition Maximum Flow Mufflers: 21600HKR, 21601HKR, or 21602HKR
- Tuned Flow® Mufflers: 21902HKR or 21903HKR
- Super Competition Turbo Mufflers: 21104HKR, 21105HKR, or 21106HKR
- Competition Turbo Mufflers: 21004HKR, 21005HKR, or 21006HKR
- Universal Tailpipe: 16215HKR

HOOKER TECHNICAL SUPPORT: 1-866-GOHOLLEY

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.

HOKKER 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, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER 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, HOKKER 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.

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