



## 2465HKR (painted) COMPETITION CHEVY/GMC HEADERS

1988-93 S-10, Blazer/ S-15, Jimmy 4WD (V-6 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:** This header is equipped with a fitting to accept the stock oxygen sensor.

### **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.**

**NOTE:** You will need to purchase a 45° 1/2" pipe elbow for knock sensor relocation if a knock sensor is located on the vehicle's head. You will also need to purchase a set of 90° boot high-temp spark plug wires. To connect the headers to the exhaust system, purchase Hooker Oxygen Sensor Reducer kit P/N 11045HKR.

### **INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Starting from below, support the transmission in place and remove the crossmember. Remove the headpipe.

#### **LEFT SIDE:**

1. Starting from the top, remove the fan shroud. **NOTE:** Remove the power steering pulley. Use KD tool #2897.
2. Remove the alternator bracket, spark plugs, wires, wire holders, upper bolt on the steering, and slide coupler down the shaft to disconnect.
3. Remove the exhaust manifold.
4. 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.
5. Starting from below, work the header up through the chassis into position.
6. Slide the gasket into position between the header and engine. Start all the header bolts and tighten evenly with light torque.
7. Reconnect the steering shaft and reinstall the knock sensor with purchased 45° elbow (if knock sensor removal was necessary). Tighten for best clearance.
8. Replace the plugs and reroute the plug wires for best fit. Accell header plugs are recommended for maximum clearance.
9. 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 header up into place (if necessary, remove the starter). Install the slip-tube into the main body of the header. Install the gasket and start the bolts. Reinstall the starter (if removed) with the header loose. Reinstall the dipstick tube.
3. Tighten all bolts evenly (most restricted first).
4. Replace 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, purchase a Hooker reducer kit, P/N 11045HKR.
7. The oxygen sensor wire will need to be extended approximately 8 inches.
8. Reconnect the front drive shaft and crossmember.
9. 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.

**NOTE:** Exhaust systems can also be fabricated using either Hooker Super Competition Aerochamber Mufflers (P/N 21500HKR, 21501HKR or 21502HKR); Super Competition Maximum Flow Mufflers (P/N 21600HKR, 21601HKR, or 21602HKR); Tuned Flow Mufflers (P/N 21902HKR or 21903HKR); Super Competition Turbo Mufflers (P/N 21104HKR, 21105HKR, or 21106HKR); Competition Turbo Mufflers (P/N 21004HKR, 21005HKR, or 21006HKR); and Universal Tailpipe 16215HKR.

12. 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.

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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.

**2465HKR**

**Date: 7-28-10**