



HOOKER COMPETITION EXHAUST SYSTEMS

P/N 16522HKR (header back) & 16621HKR (manifold back)
1969-72 Blazer, Suburban/Jimmy, Carryall, Yukon, 1-Ton Crew (2WD) 265-400
1963-72 1/2, 3/4, 1-Ton Truck (2WD) 265-400

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: P/N 16522HKR was designed to be used with 2452HKR. If the dual exhaust is being installed with headers other than 2452HKR, some modifications will be required. Hooker Headers will not assume responsibility for fit or performance.

NOTE: Mufflers are not supplied with this exhaust system. Hooker Headers has designed this kit for use with Hooker Turbo muffler P/N 21005HKR, 21105HKR, or any equivalent 2 1/4" I.D. inlet by 2 1/4" I.D. outlet single offset OEM muffler. Glasspack mufflers may be used with slight modifications.

NOTE: Models with more than a 131.5" wheelbase must order a tailpipe extension kit.

NOTE: Will not fit 1/2 ton short wheel base trucks.

NOTE: Will not fit stock manifolds that exit straight down.

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!** We recommend welding all pipe slip joints (headpipe to muffler, etc.). If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:

1. Remove the existing headpipe crossover and the single exhaust system. Save old gaskets and sleeves from the stock exhaust headpipes.
2. Install the new headpipe front sections, using the old gaskets and sleeves. Tighten only enough to hold in place. On header duals, install the front header extensions to the collectors, using the new gaskets provided. **DO NOT TIGHTEN.**
3. Install the rear section headpipes between the frame and rear end stabilizer using the 2 1/4" U-clamps (**Figure A**).
4. Install mufflers on the headpipe extensions (see **Figure A** for proper offset). Put muffler clamps in place, but **do not tighten**. Rotate the headpipes and mufflers to clear the driveshaft and frame. Over the front of the muffler, you will find a crossmember or some type of body mount that a hole can be drilled to accept a 5/16" bolt and rubber hanger.
5. Install the tailpipes and center bump over the rear axle for maximum clearance.
6. As the new tailpipe goes under the frame on its way out to the rear of the vehicle, find a hole in the area or drill a new hole to bolt the 90° metal bracket and rubber hanger. See **Figure A** for tailpipe location. Cut the end of the tailpipe for desired length, if needed.
7. Make sure that all parts of the system are clear of frame members, all hoses, suspension, and brake lines. Starting at the collectors, tighten all connections, making sure all parts are clear and will not leak or rattle.
8. Start the engine and check for leaks. Be sure that all brake lines, fuel lines, 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.

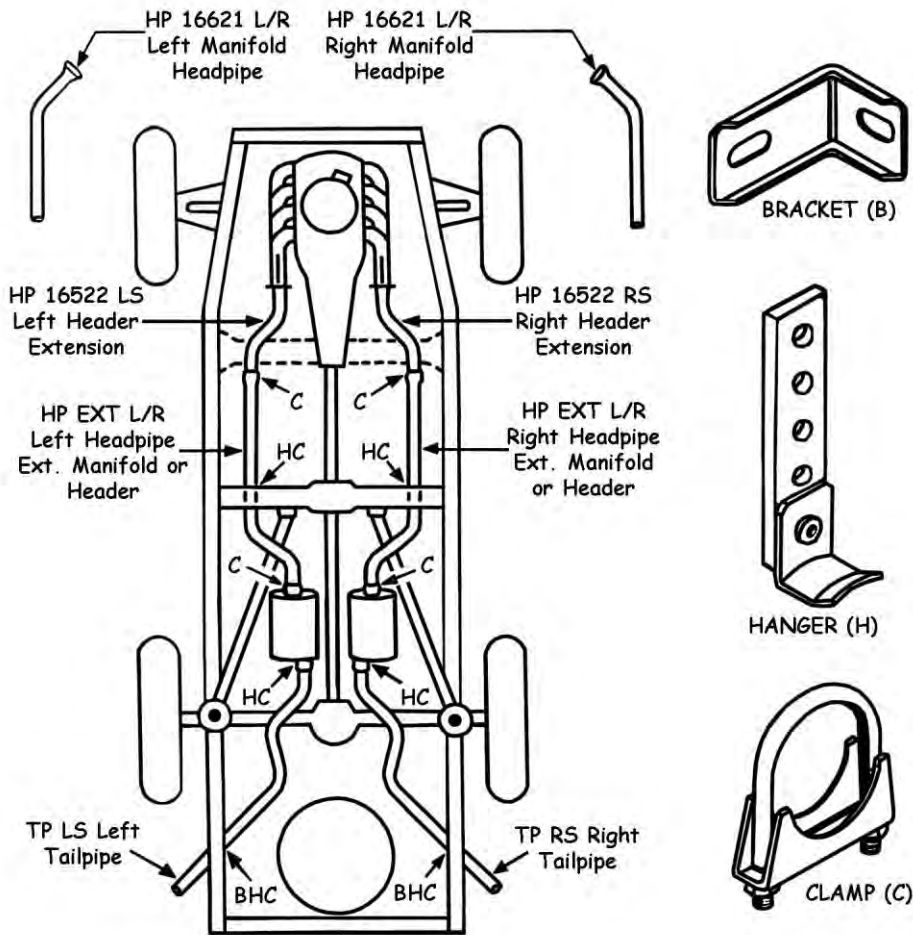


Figure A

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 Industries makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states 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 nonconforming, 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 not 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 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.

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For online help, please refer to the Tech Service section of our website: www.holley.com

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