



Hooker Competition Headers 2463HKR (black) & 2463-1HKR (ceramic) 1969-91 Blazer/Jimmy, Yukon, Tahoe 2DR (4WD) 396-502 1969-87 1/2, 3/4, 1 Ton Truck (4WD) 396-502

NOTE: Reducers available with oxygen sensor on 1980 and later models: 2 1/2" bolt on P/N 11045HKR & 3" bolt on P/N 11046HKR.
NOTE: Will not fit Turbo 400 unless trans crossmember is set back 2" at the mount.
NOTE: Will not accommodate power take off.

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. These headers are built with the same manufacturing care as Hooker Super Competition headers. Due to the restricted room available in engine compartments, your headers may be close to some body and chassis components. This condition is normal. 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 old headers to break in new engines to avoid coating damage. Please call tech service at 1-270-781-9741 or 1-866-GOHOLLEY for additional information regarding ceramic-coated exhaust products.

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!

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the stock cast iron exhaust manifold, spark plugs, and clutch linkage (if equipped).
3. Remove air conditioning compressor (if mounted on left side of engine).
4. Remove oil filter (if equipped with factory oil cooler or uses a long oil filter).
5. On some models, it will be necessary to trim the motor mount support (**Figure A**).
6. Starting from below, work the header up through the chassis and into position over the exhaust ports. Position the header gasket and start all bolts (most restricted first).

NOTE: On some models, the clutch bellcrank may come in contact with one of the header tubes. A trial fit is suggested to see if sufficient clearance exists. Additional clearance can be obtained several ways. On models built prior to 1972, the arm located on the bellcrank can be bent (**Figure B**). For models built during 1972 or later, mark the header tube that comes in contact with the bellcrank. Remove the header, using a rounded bar or other similar device, dimple the header tube as required to obtain sufficient clearance. Also, for 1972 and later trucks, the clutch pedal stop may be bent forward for additional clearance at the lower end of the bellcrank (**Figure C**). The free travel in the clutch will need to be readjusted after the clutch pedal stop is bent.

7. Tighten all header bolts evenly (most restricted first).
8. The air conditioning bracket will be modified (**Figure D or E** depending on the type of bracket your vehicle is equipped with).
9. Replace the spark plugs, clutch linkage, and oil filter (if removed).

RIGHT SIDE:

1. Remove the stock cast iron exhaust manifold, dipstick, starter, and air conditioning compressor (if located on left side).
2. Starting from below, work the header up through the chassis into position over the exhaust ports.

NOTE: It may be necessary on some models to disconnect the front driveshaft to install the headers. Also, on some models, the engine must be elevated slightly. Use a board between the oil pan and the jack to prevent damage to the oil pan.

3. Position the header gasket and start all bolts (most restricted first).
4. Tighten all bolts evenly (most restricted first).
5. Replace the dipstick tube, starter, front driveshaft, and motor mount bolts (if removed).
6. The air conditioning bracket will be modified (**Figure D or E** depending on the type of bracket your vehicle is equipped with).
7. To connect the collector to your existing stock exhaust system, use Hooker reducer kit, P/N 11030HKR.
8. Connect the battery, start the engine, and check for leaks. Make sure all brake lines, fuel lines, transmission cooler 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 bolts.

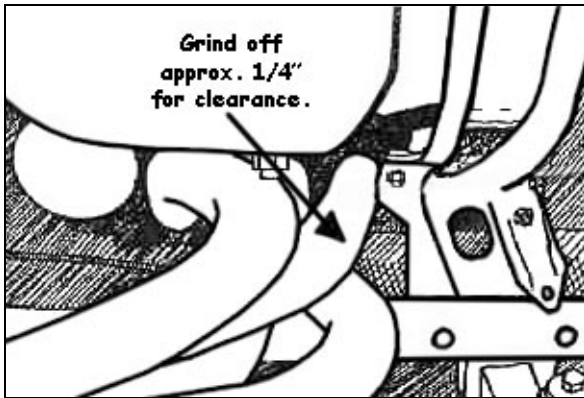


Figure A

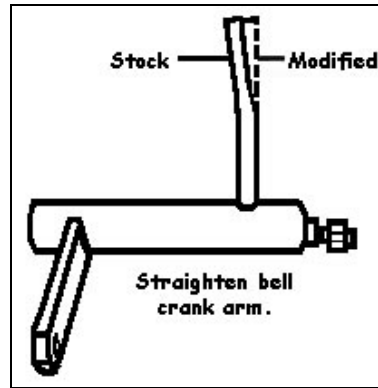


Figure B

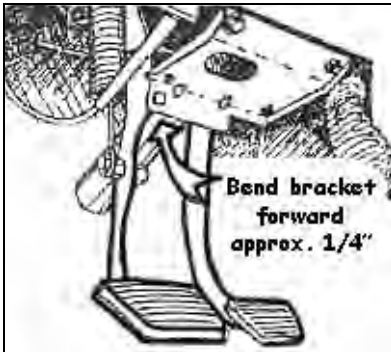


Figure C

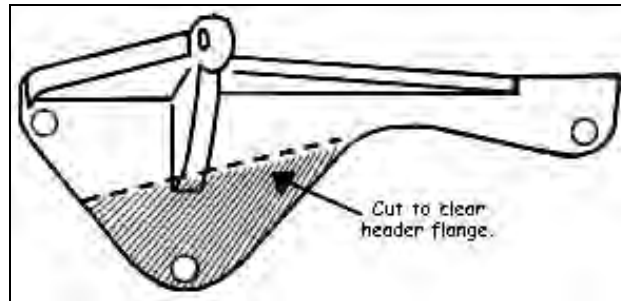


Figure D

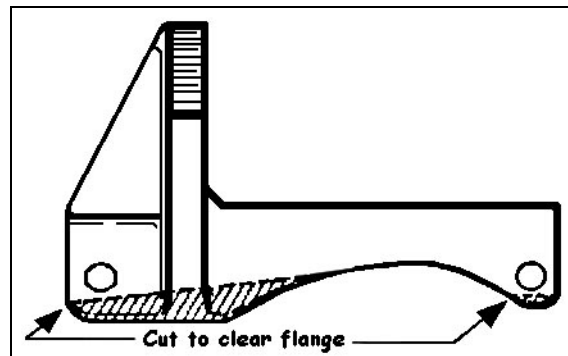


Figure E

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, prohibits 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.