



## Hooker Competition Headers

2454HKR (black), 2454-1HKR (ceramic), & 2454-2HKR (stainless steel)  
73-91 Blazer, Suburban/Jimmy, Carryall, Yukon, 1-Ton Crew Cab (2WD) 396-502  
68-87 1/2 Ton, 3/4 Ton, & 1 Ton Truck (2WD) 396-502  
68-95 Van & Mini-Motorhomes – Class A – 396-502

**NOTE:** 1/2, 3/4, & 1 Ton Trucks – One tube over frame right side.

**NOTE:** Van & Mini-Motorhomes – 1) Reducers are available with oxygen sensor on 1980 and later models (2 1/2" 11045HKR & 3" 11046HKR. 2) Will not fit angle plug heads.

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. Unbolt the stock headpipe and remove the stock exhaust manifold.
3. Remove the spark plugs and clutch linkage (if equipped).

**NOTE:** A clutch linkage does not need to be removed on late model trucks with the linkage mounted on the bell housing.

**NOTE:** Motorhomes equipped with automatic transmissions must remove the shifting rod from the transmission.

4. Starting from below, work the header up through the chassis components into position.
5. Take the stock spark plug heat shields and cut 5/16" off of one end (**Figure A**).
6. Position the spark plug heat shields and header gasket. Start all bolts (most restricted first).
7. Tighten all bolts (most restricted first).
8. Replace the spark plugs, clutch linkage (if removed), and automatic transmission linkage (if removed).

**NOTE:** All 1973-75 models equipped with air conditioning that is mounted on the left side of the vehicle must modify the mounting bracket (**Figure B**). Left and right sides are determined while sitting in the vehicle.

**NOTE:** All 1968 model vehicles equipped with power steering must fabricate and install a spacer (**Figure C**).

**NOTE:** If your vehicle is equipped with a smog pump, remove the injection tubes from your stock manifold and install in the header (**Fig. D**).

#### RIGHT SIDE:

1. Remove the stock exhaust manifold, spark plugs, and dipstick tube.
2. Starting from below, work the header up through the chassis into position.
3. Position the spark plug heat shields and header gasket. Start all bolts (most restricted first).
4. Tighten all bolts (most restricted first).
5. Replace spark plugs and dipstick tube.

**NOTE:** All 1969-72 models equipped with air conditioning that is mounted on the right side of the vehicle must modify the mounting bracket (**Figure E**). Left and right sides are determined while sitting in the vehicle.

**NOTE:** All 1968-72 models equipped with factory air conditioning, must be fabricated and install a spacer under the air conditioning bracket (**Figure F**).

**NOTE:** If your vehicle is equipped with a smog pump, remove the injection tubes from your stock manifold and install in the header (**Fig. D**).

6. To connect the collectors to the headpipes, purchase Hooker reducer kit, P/N 11030HKR.

#### PICKUPS & CARRYALLS:

**NOTE:** Finish the performance job your headers started by adding a Hooker Competition dual exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains consistent inside diameter for maximum flow, while press bending will crush the pipe, easily reducing volume by more than 10%. Our dual Hooker exhaust system is perfect when used in conjunction with Hooker Super Comp Turbo 21105HKR or Hooker Comp Turbo 21005HKR. Purchase P/N 16524HKR for your particular application.

**NOTE:** A dual exhaust system can be fabricated using either the HOOKER competition turbo mufflers (21104HKR, 21105HKR, or 21106HKR), or the HOOKER competition turbo (21004HKR, 21005HKR, or 21006HKR) and universal tailpipe (P/N 16215HKR).

7. 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.
8. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

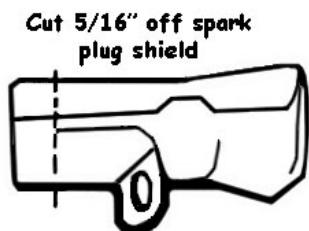


Figure A

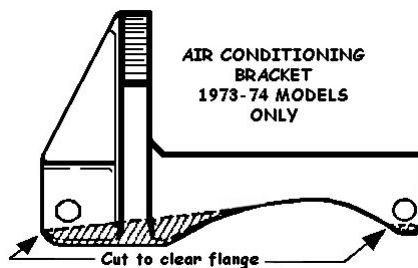


Figure B

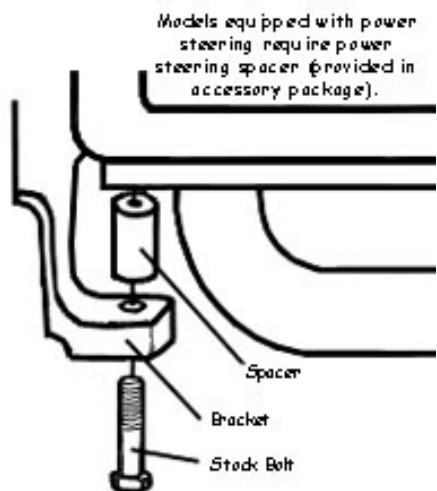


Figure C

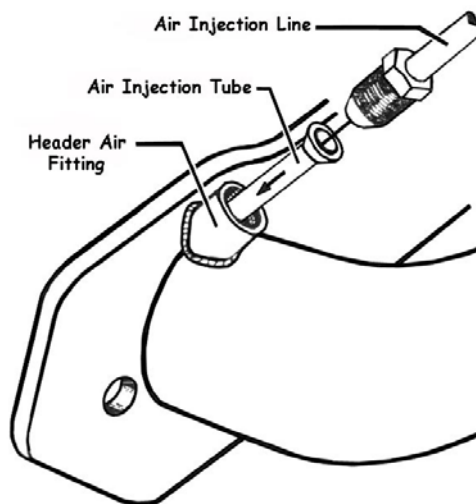


Figure D

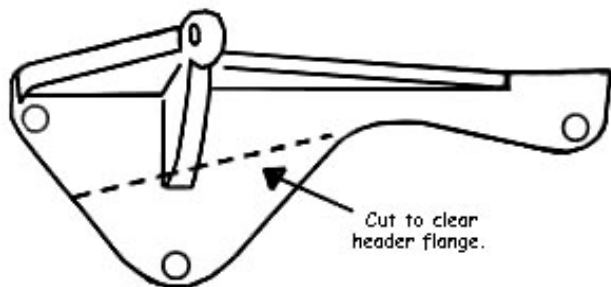


Figure E

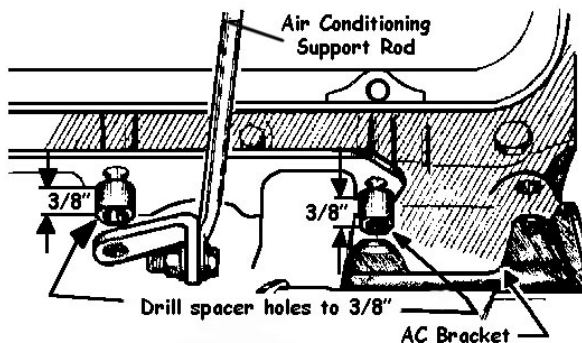


Figure F

#### 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.

HOKER 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, HOKER 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, HOKER 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.