



**2462HKR (paint), 2462-1HKR (ceramic), & 2462-2HKR (stainless)
COMPETITION CHEVY/GMC HEADERS**
1992-96 Blazer , Suburban/Jimmy, Carryall, Yukon, 1-Ton Crew Cab 2WD (265-400)
1988-98 1500, 2500, 3500 Truck 2WD (265-400)
1992-96 Blazer/Jimmy, Yukon, Tahoe 2DR 4WD (265-400)
1988-98 1500, 2500, 3500 Truck 4WD (265-400)

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.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

RIGHT SIDE:

1. Disconnect the battery. Remove the spark plugs, spark plug heat shields, and spark plug wires.
2. Remove the headpipe from the exhaust manifolds to the catalytic converter.
3. Remove the oil dipstick tube, fan shroud, diverter valve, air injection manifold, and exhaust manifold.
4. Remove the right side motor mount bolt and jack the motor up approximately 1-1/2" to 3".
5. Starting from below, work the header up into position. With the gasket in place, start the header bolts.
6. Reinstall the dipstick tube using the stock stud and tubular spacers provided in the accessory pack.
7. Install the air injection manifold in the fittings on the header, bending the tubes as needed.
8. Tighten all the header bolts evenly (most restricted first).

LEFT SIDE:

1. Remove the alternator, power steering pump, air injection manifold, all brackets attached to the exhaust manifold, and the exhaust manifold.
2. If there is a hydraulic clutch, remove the cross-shaft.
3. Starting from below, work the header up into position. With the gasket in place, start the bolts (most restricted first).
4. Replace the clutch slave cylinder and shield/cross-shaft.
5. Modify the alternator/power steering bracket as shown in Figure A. Install the bracket using the stock stud and tubular spacer provided in the accessory pack.
6. Install the alternator and power steering pump
7. Tighten header bolts evenly (most restricted first).
8. Install the air injection manifold in the fittings on the header, bending the tubes as needed.
9. To connect the headers to the exhaust, purchase a Hooker reducer kit, P/N 11025HKR.
10. Remove the oxygen sensor from the stock exhaust manifold and install it in the fitting on the left hand header. Lengthen the oxygen sensor wire (if required) and connect.
11. 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: Finish the performance job your headers started by adding a Hooker competition dual exhaust system. Purchase Hooker's Competition Header Dual Exhaust system, P/N 16532HKR (for 2WD) and P/N 16533HKR (for 4WD). Exhaust systems are mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter form maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%. Use with a 2 1/4" ID Hooker Competition or Super Competition Turbo Muffler.

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.

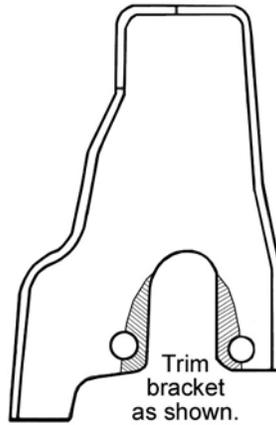


Figure A

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.

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.

2462HKR

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