



PART NO. 2837HKR (painted) & 2837-1HKR (ceramic)

SUPER COMPETITION ENGINE SWAP HEADERS

Chevy / GMC

1982-93 S-10, S-10 Blazer, S-15, S-15 Jimmy (2WD) 265-400

NOTE: One tube each side over frame.

NOTE: Reducers are available with an oxygen sensor on 1980 and later models. 2 1/2" bolt-on part 11045HKR or 3" bolt-on part 11046HKR.

NOTE: Will not fit angle plug heads.

NOTE: This header requires Hooker front frame mounts #12609HKR. If a Turbo 400 transmission will be used, Hooker transmission mount #12649HKR is required. Powerglide and Turbo 350 transmissions may use stock transmission crossmember.

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 HEADER 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.

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 cable to prevent electrical system damage. Remove the spark plugs.
2. Remove the exhaust system, exhaust manifold, starter, and transmission dust shield. Trim the ear from the bellhousing. See Figure B.
3. Cut a hole (large enough for the R-4 tube flange to fit through) in the lower rear section of the inner fender panel. See Figure A.
4. Remove the bolt from the right-side motor mount and raise the engine approximately 1". Be sure to place a board or block of wood between the jack and oil pan while raising the engine.
5. Starting from below, work the main header section up through the chassis into position. Lower the engine and replace the motor mount bolt.
6. Replace the starter (with header loose) and tighten the starter bolts.
7. Install the R-1 tube between the starter and motor mount going into the slip joint on the header.
8. Install the R-4 tube up through the hole in the fender panel and into the slip joint on the header.
9. Insert the header gasket and start all header bolts. Tighten all the bolts evenly (most restricted first).
10. Replace the transmission dust shield and spark plugs.

LEFT SIDE

1. Remove the spark plugs, exhaust manifold, and oil filter.
2. Cut a hole (large enough for the L-4 tube flange to fit through) in the lower rear section of the inner fender panel. See Figure A.
3. Starting from below, work the main header section up through the chassis into position.
4. Install the L-4 tube up through hole in the fender panel and into the slip joint on the header collector.
5. Install the L-1 tube into the slip tube on the main body of the header. Work the L-2 & L-3 tubes around the steering shaft and into the slip tubes.
6. Insert the header gasket and install all header bolts. Tighten all the bolts evenly (most restricted first).
7. Install the oil filter and spark plugs.
8. To connect the headers to the exhaust system, purchase Hooker Reducer Kit P/N 11025HKR. Bolt the reducers (with gaskets) to the header collectors.
NOTE: On 1980 and later models, to retain the oxygen sensor, purchase Hooker Reducer Kit with Oxygen Sensor Fitting, part #11045HKR.
9. Make sure that there is adequate clearance between the headers and transmission cooling hoses, brake lines, fuel lines, and electrical wires. Reroute as necessary.
10. Connect the battery, start the truck, and check for leaks.

When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the 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.

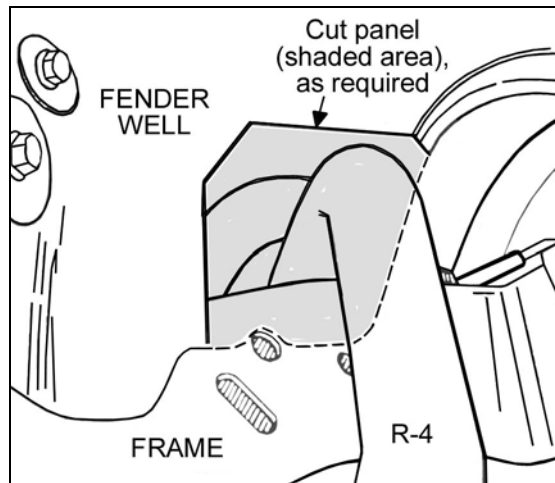


FIGURE A

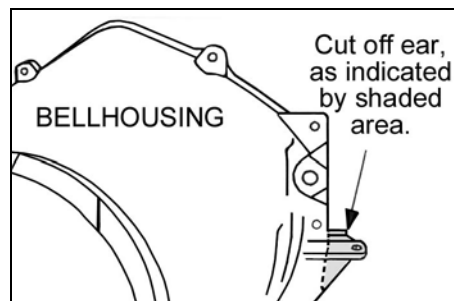


FIGURE B

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, prohibit 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.