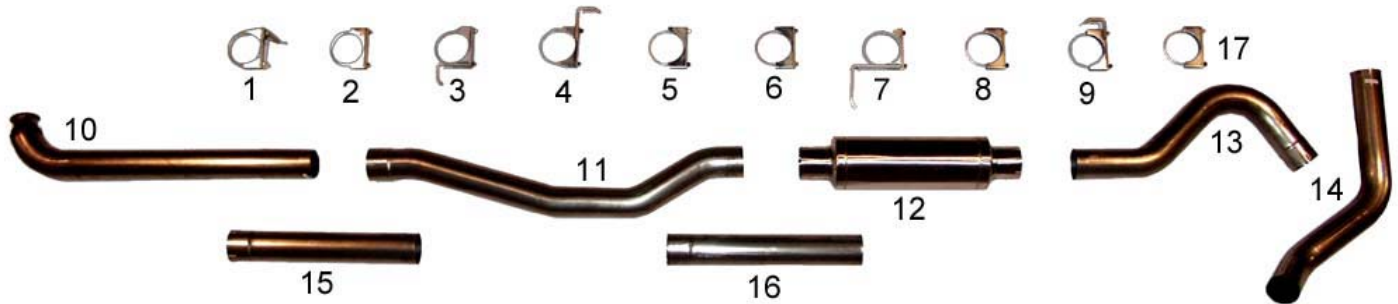




2001-2004 GM Duramax 6.6L XC/LB, CC/SB, CC/LB
Stainless Steel, Single Outlet
P/N 16952-2HKR



Tools Needed:

- ☐ 7/16" & 9/16" End wrench or socket
- ☐ Hacksaw or Sawzall™
- ☐ WD40™ or equivalent aerosol lubricant.

WARNING! If your vehicle is equipped with a catalytic converter, it is unlawful to remove!

Removal of Original System:

1. Start under the vehicle. Remove the bandclamp that holds the stock downpipe to the turbo by loosening the nut on the "T" bolt and prying the clamp loose at the 3 pinch points. Save this clamp for re-use.
2. Cut the original system just behind the muffler.
3. Spray the stock hangers with WD40™ and pry rubber mounts from the system. Leave the rubber mounts attached to the truck for re-use.
4. Remove the old system.

Installing the New Performance System:

HINT: Do not fully tighten any clamps, until the complete system is installed and aligned.

1. Install the downpipe (10) with the stock turbo clamp and attach the (1) hanger at the stock location.
2. Hang the muffler (12) in the stock location using the (7) hanger at the outlet.
3. Attach the (3) and (4) hangers onto the (11) pipe. Install this so that the third bend from the bump passes just below and behind the frame cross member that is in front of the muffler. **Two-door and short-bed models;** skip step 4, because the (11) pipe will install directly into the muffler.
4. Install a (15) pipe as follows: Measure between the outlet of the (11) pipe and the inlet of the muffler. Add 3" for the bumped end of the (15) pipe to fit over the outlet of the (11) pipe and add 2" for the other end to fit into the muffler. Cut the (15) pipe and install it with a (2 & 5) at both ends.
5. Measure and install the forward (16) pipe in the same manner with a (6 & 8) at each end.
6. Install the (13) pipe into the outlet of the muffler with the (7) hanger clamp that is already attached to the outlet of the muffler. Rotate, as needed, to pass next to the shock absorber and over the rear axle.
7. Install the (14) pipe onto the outlet of the (13) pipe **with a** (17) bare clamp. Attach the (9) hanger in the stock location.
8. Starting at the turbo, align and tighten all the pipes and clamps. Start the engine and check for leaks.

Hooker Technical Support
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For online help, please refer to the tech service section of our website: www.holley.com

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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.

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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 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, 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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Date: 2-7-05