



**P/N 16532HKR (header dual)
HOOKER COMPETITION DUAL EXHAUST SYSTEMS**

**1988-95 1500, 2500, 3500 Truck
1992-95 Blazer, Suburban/Jimmy, Carryall, Yukon, 1-Ton Crew Cab
(2WD) 265-400**

NOTES:

1. 16532HKR was designed to be used with Hooker Competition P/N 2462HKR Headers. If the dual exhaust is being installed with headers other than 2462HKR, modifications will be required. Hooker Headers will not assume responsibility for fit or performance.
2. Cat back exhaust systems do not fit extended cabs.
3. Dual kit runs down right hand side between frame and drive shaft.
4. Will not fit Dart 360 aluminum head because of ¼" taller port location.

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!** We recommend welding all pipe slip joints (headpipe to muffler, etc.). If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:

1. To install new headpipes, insert gasket between header collector flange and headpipe spin ring. Use bolts supplied, but do not tighten completely at this time.
2. On the left side, install the H/P-B headpipe extension and clamp – do not tighten completely.
3. Install mufflers on the headpipes, put clamps in place, but do not tighten. Over the front or rear of the muffler, you will find a crossmember or body mount that a hole can be drilled to accept 5/16" bolt and rubber hanger.
4. Install tailpipes and center bump over rear axle housing for maximum clearance. Install clamps, but do not tighten.
5. As the tailpipe goes under the frame on its way out to the rear of the vehicle, find a hole in the area or drill a new hole to bolt the rubber hanger. See the illustration for tailpipe location. Cut the end of the tailpipe for desired length.
6. Make sure that all parts of the system are clear of frame members, all hoses, suspension, and brake lines. Starting at the headers, tighten all connections making sure all parts are clear and will not leak or rattle.
7. Start the engine and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance.
8. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

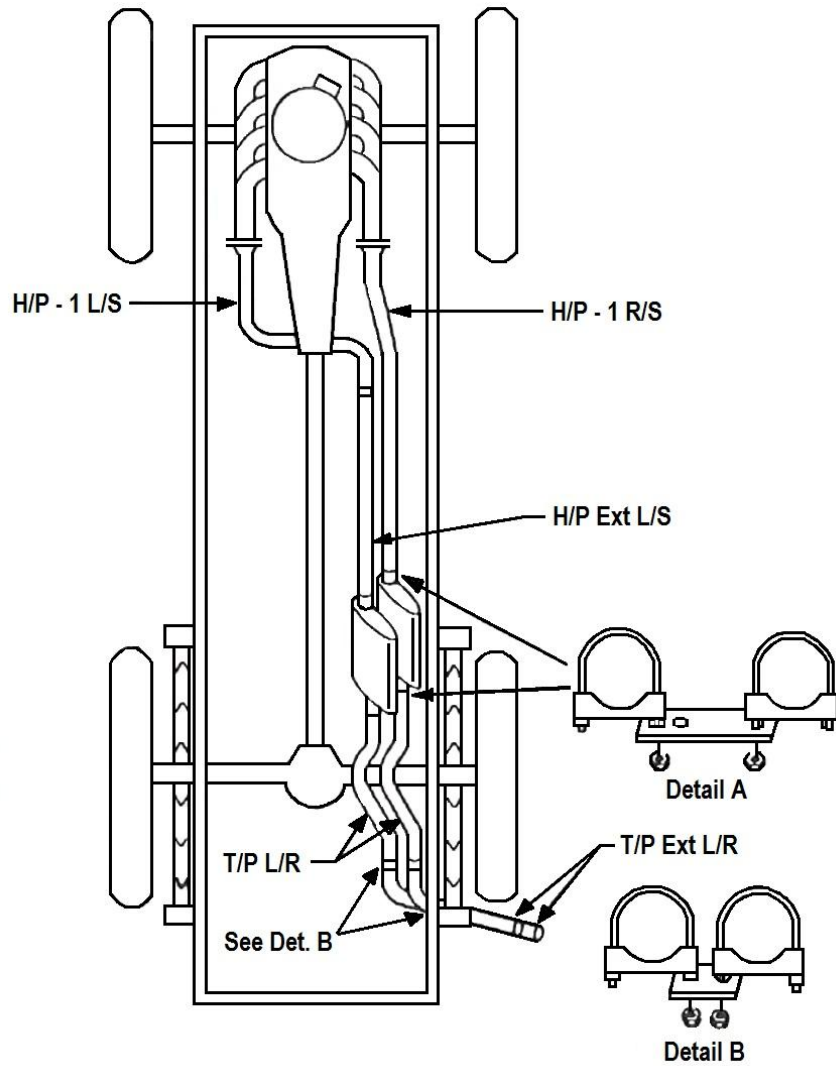


Figure A

LIMITATION OF LIABILITY – DISCLAIMER

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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, 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. 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.