



**2312HKR (Painted)**  
**2313HKR (Ceramic)**  
**2314HKR (Polished Stainless)**  
**SUPER COMPETITION LS-1 BLOCK HUGGER HEADERS**

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. The SUPER COMPETITION BLOCK HUGGER HEADER is great for a custom car, truck, or street rod where a specific fit tuned super competition header is not available. They work great for those tight-fit installations with GM LS-1 family engines when the frame rails are close to the engine block.

**NOTE:** For proper fit of these Hooker Headers, engine swap relocation mounts (**12611HKR**) should be used to ensure proper location of engine into chassis.

**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**

If your vehicle must be raised, 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**

1. Remove the spark plugs and cast iron exhaust manifolds (if equipped).

**NOTE:** Left side (L/S) & right side (R/S) headers are stamped into the flange to identify each.

2. Position the header flange gasket and header. Start all bolts (most restricted first). Tighten all bolts evenly.
3. Replace the spark plugs. At this time, check the brake lines, fuel lines, wires, hose, etc. Reroute these, if necessary, for adequate clearance.
4. Periodic re-tightening of header bolts is recommended.

**NOTE:** A dual exhaust system can be fabricated using Hooker comp turbo mufflers: 21005HKR or 21006HKR. Header type mufflers do not require reducers.