



2452HKR (black paint), **2452-1HKR** (silver ceramic), **2452-2HKR** (stainless),
2452-3HKR (Darkside black ceramic), and **2452-4HKR** (Titanium Ceramic)

COMPETITION HEADERS

69-91 Blazer, Suburban/Jimmy, Carryall, Yukon, & 1-Ton Crew Cab (2WD) 265-400
63-87 1/2 Ton, 3/4 Ton, & 1 Ton Truck (2WD) 265-400

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

NOTE: Will not fit angle plug heads.

NOTE: Aluminized dual exhaust kits that bolt to the 2452HKR is available under P/N 16523HKR.

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 prior to installing headers, take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

INSTALLATION PROCEDURE: PLEASE READ THOROUGHLY & CAREFULLY

LEFT SIDE

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Unbolt the headpipes (both sides) and remove from the truck.
3. Remove the stock exhaust manifold, oil filter, spark plugs, dipstick and dipstick tube. Manual transmission models will need to remove the clutch linkage.
4. If the alternator/generator or air conditioning compressor is mounted on the head, remove it.
5. Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the gasket between the head and the flange. Start all header bolts (most restricted first) and tighten evenly.
6. Replace the oil filter, spark plugs, dipstick, dipstick tube, and clutch linkage (if removed).

NOTE: **A)** 1967 models – Modify the clutch linkage (**Figure A**).

B) Late models – May require shift linkage modifications for adequate header clearance (**Figure B**).

C) Models with generator/alternator on the left side must purchase Hooker bracket P/N 10928HKR (**Figure C**).

D) Models with power steering – May require the installation of the supplied spacer for remounting the pump bracket (**Figure D**).

E) To replace the air conditioning compressor, use the supplied bracket (**Figure E**).

RIGHT SIDE

1. Remove the stock exhaust manifold, spark plugs, and starter.
2. If the generator/alternator and/or air conditioning compressor are mounted on the head, remove them.
3. Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the gasket between the flange and the head. Start one bolt to hold in place.
4. With the header loose, install the starter. Start the remaining header bolts (most restricted first) and tighten evenly.
5. Replace the spark plugs. If the generator/alternator and/or air conditioning compressor was removed, use the purchased bracket to remount (**Figures C and/or E**).
6. To connect the collector to your stock exhaust system, purchase the Hooker reducer kit P/N 11026HKR. Position the gasket and the bolt the reducer to the collector. Cut the head pipe to the correct length and weld the reducer.

NOTE: Finish the performance job your headers started by adding a Hooker competition dual exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%. Our dual exhaust system is perfect when used in conjunction with Hooker Competition Turbo 21005HKR. Purchase dual exhaust no. 16522HKR: 1963-72 models. Purchase dual exhaust no. 16523HKR: 1973-87 models.

7. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
8. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

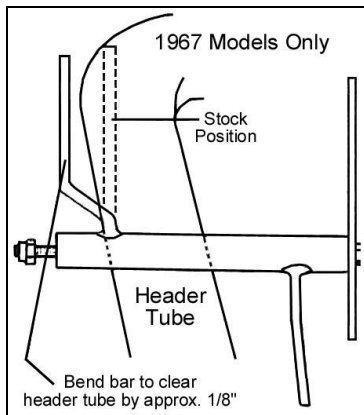


Figure A

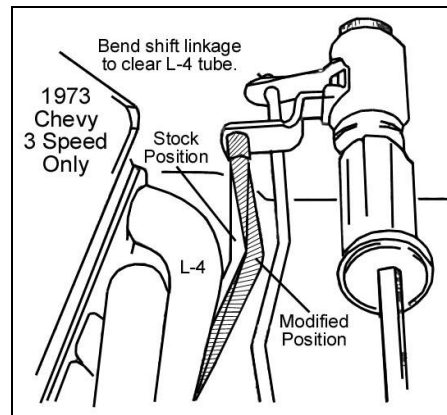


Figure B

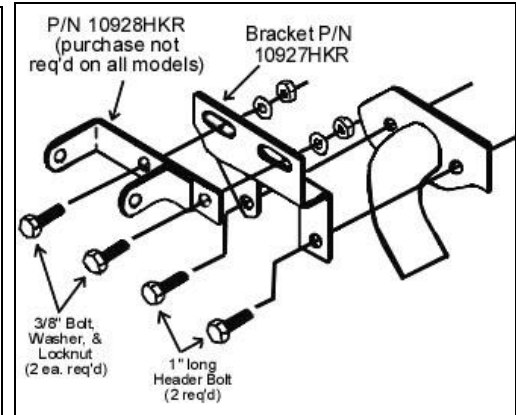


Figure C

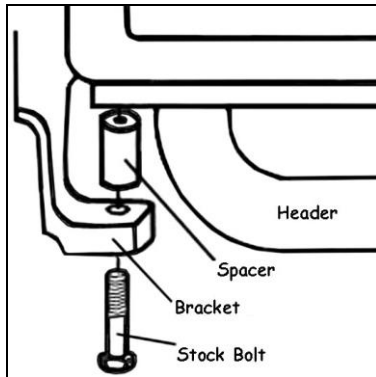


Figure D

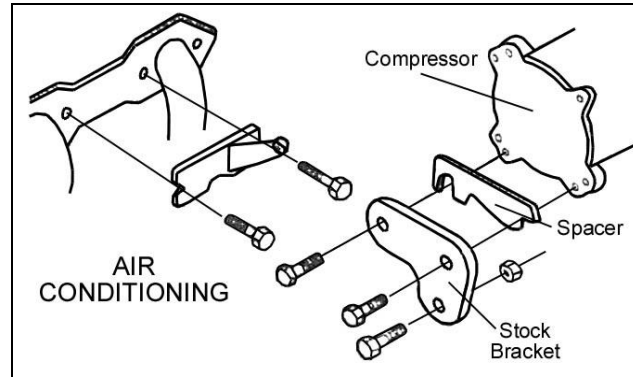


Figure E

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.

HOOKER Industries makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states 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 nonconforming, 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. HOOKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.