



**2453HKR (Black), 2453-1HKR (Coated), 2453-3HKR (Darkside), & 2453-4HKR (Titanium)  
Competition Chevy/GMC Header Instruction Sheet  
1969-91 Blazer/Jimmy, Yukon, & Tahoe 2DR (4WD) 265-400  
1967-87 1/2 Ton, 3/4 Ton, & 1 Ton Truck (4WD) 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:** Models with an alternator/generator mounted on the head, will require a Hooker brackets, P/N 10928HKR & 10927HKR (left side) and 10928HKR & 10922HKR (right side).

**NOTE:** To connect the collector to the headpipe, the purchase of Hooker reducer kit, P/N 11025HKR, is required.

### **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, dipstick, dipstick tube, spark plugs, spark plug shields, and on 1967-73 models, remove the clutch linkage (if manual). Discard the spark plug shields. They cannot be used with the header.
- NOTE:** If equipped with a factory air conditioning compressor mounted on the left side of the head, remove its rear bracket.
4. If the alternator/generator or air conditioning compressor is mounted on the left side of 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.
- NOTE:** Some models will require that a small section be ground away from the rear top corner of the motor mount to provide additional header clearance.
6. If the alternator/generator or air conditioning compressor was removed from the head, remount the alternator/generator with the purchased bracket (P/N 10928HKR & 10927HKR). **See Figure A and/or B.**
  7. If equipped with power steering, use the furnished spacer when replacing the pump bracket for adequate header clearance (**Figure C**).
  8. Tighten all header bolts evenly.
- NOTE:** For automatic transmissions, it may be necessary to modify (bend) the shift linkage for proper functioning and/or adequate header clearance.
9. Replace the dipstick, dipstick tube, and spark plugs.
  10. Replace the clutch linkage (if removed). On 1974 models only, shorten the return spring approximately 2" and attach it to the existing hole in the frame (behind the original hole). **See Figure D.**

#### **RIGHT SIDE**

1. Remove the stock exhaust manifold, spark plugs, spark plug shields (discard) and starter cable.
2. If the generator/alternator and/or air conditioning compressor are mounted on the right side of the head, remove it.
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 all the header bolts (most restricted first).
4. If the alternator/generator or air conditioning compressor was removed, remount with the purchased bracket.
5. Tighten all the header bolts evenly. Replace the spark plugs. Reroute and reconnect the starter cable.
6. To connect the collector to your stock exhaust system, purchase the Hooker reducer kit P/N 11025HKR.

**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 P/N 16527HKR (1967-72 Blazer), P/N 16528HKR (1973-87 Blazer), or P/N 16526HKR (1973-87 Pickup).

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.

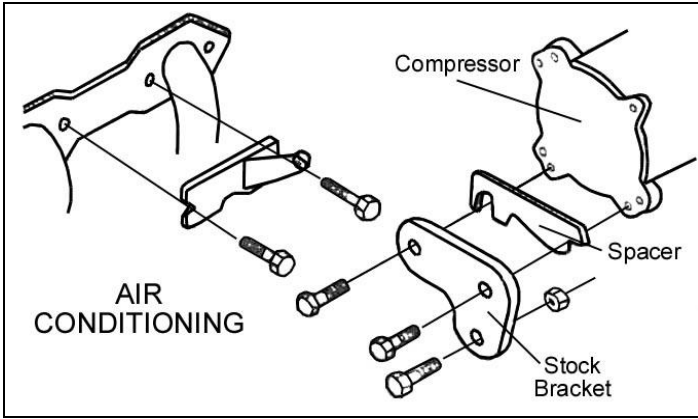


Figure A

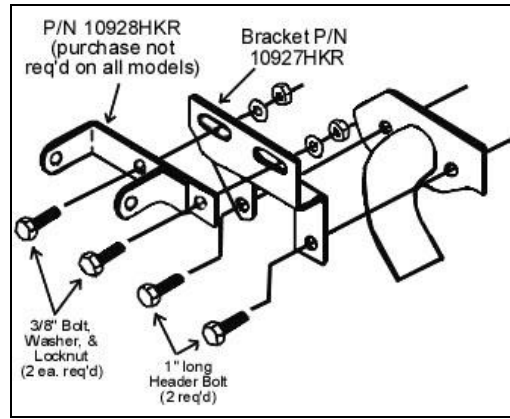


Figure B

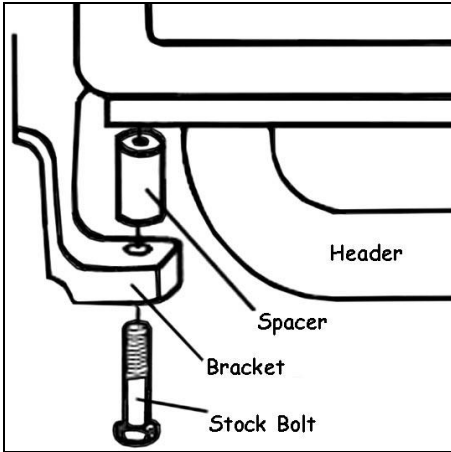


Figure C

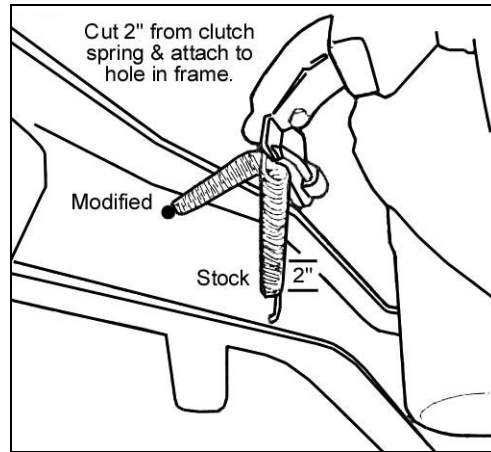


Figure D