



Hooker Competition Headers

2461HKR (Black), 2461-1HKR (Ceramic), 2461-3HKR (Darkside), & 2461-4HKR (Titanium)
1992-95 Blazer, Suburban/Jimmy, Carryall, Yukon, 1-Ton Crew Cab (2WD) 396-502
1992-95 1500, 2500, & 3500 Truck (2 & 4WD) 396-502

NOTE: This header is equipped with a fitting to accept the stock oxygen sensor.

NOTE: Headers will not accommodate power take off.

NOTE: Installation on Suburban models with rear air will require modifications to the A/C lines on the right side. This can be done by any competent air conditioning shop.

NOTE: For additional clearance, a "shorty" style oil filter is recommended.

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. These headers are built with the same manufacturing care as Hooker Super Competition headers. Due to the restricted room available in engine compartments, your headers may be close to some body and chassis components. This condition is normal. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your Hooker exhaust system.

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.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY!

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipe and remove the stock exhaust manifold.
3. Remove the spark plugs and oil filter (4WD trucks only).
4. Starting from below, work the header up through the chassis components into position.
5. Take the stock spark plug heat shields and cut 5/16" off of one end (**Figure A**).
6. Position the spark plug heat shields and header gasket. Start all bolts (most restricted first).
7. Tighten all bolts (most restricted first).
8. Replace the spark plugs and oil filter.
9. To install the oxygen sensor, drill a 1/2" hole through the fitting (protect threads) on the L-4 tube.

NOTE: If your vehicle is equipped with a smog pump, remove the injection tubes from your stock manifold and install in the header (**Figure B**).

RIGHT SIDE:

1. Remove the stock exhaust manifold, spark plugs, and dipstick tube.
2. The lip under the heat shield (where the firewall and floor meet) will need to be flattened to ease the header installation. With this accomplished, the heat shield will only bolt on with the outside screws.
3. Remove the dust cover (auto trans models), starter, wires, and heat shield from the floor.
4. Starting from below, work the header up through the chassis into position with the header still loose. Reinstall the starter.
5. Take the stock spark plug heat shields and cut 5/16" off of one end (**Figure A**).
6. Position the spark plug heat shields and header gasket. Start all bolts (most restricted first).
7. Tighten all bolts (most restricted first).
8. Replace spark plugs, dipstick tube, dust cover, and heat shield.

NOTE: If your vehicle is equipped with a smog pump, remove the injection tubes from your stock manifold and install in the header (**Figure B**).

9. To connect the header to your stock exhaust system, purchase Hooker reducer kit, P/N 11030HKR. Position the gasket and bolt the reducer to the collector. Cut the headpipe to the correct length and weld to 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 consistent inside diameter for maximum flow, while press bending will crush the pipe, easily reducing volume by more than 10%. Our dual Hooker exhaust system is perfect when used in conjunction with Hooker Comp Turbo 21005HKR. Purchase P/N 16524HKR for your particular application.

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

Cut 5/16" off
spark plug shield.

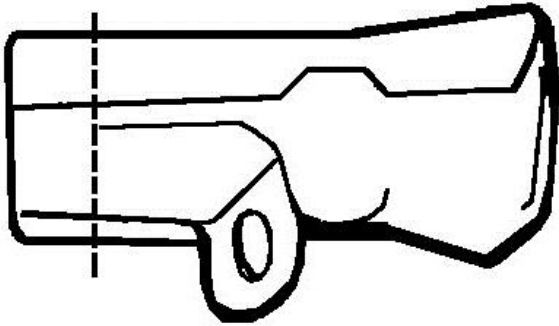


Figure A

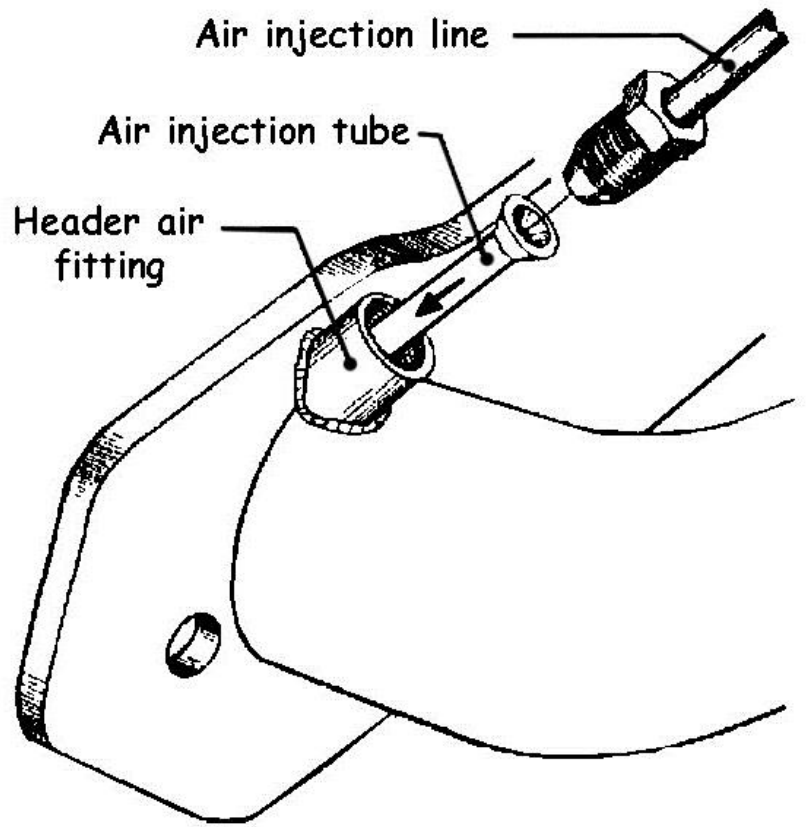


Figure B