



2462HKR (Painted), 2462-1HKR (Ceramic), 2462-2HKR (Stainless), 2462-3HKR (Darkside), & 2462-4HKR (Titanium)
COMPETITION CHEVY/GMC HEADERS (265-400)
1992-96 Blazer, Suburban/Jimmy, Carryall, Yukon, 1-Ton Crew Cab 2WD
1988-98 1500, 2500, 3500 Truck 2WD
1992-96 Blazer/Jimmy, Yukon, Tahoe 2DR 4WD
1988-98 1500, 2500, 3500 Truck 4WD

Thank you for making HOOKER™ HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER™ to offer the most advanced design in exhaust systems. 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

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.

NOTE: This header is equipped with a fitting to accept an oxygen sensor. Should you choose to install an O2 sensor, completion of the hole bore through the tube wall must be performed by a drill and/or air powered rotary file.

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

RIGHT SIDE:

1. Disconnect the battery. Remove the spark plugs, spark plug heat shields, and spark plug wires.
2. Remove the headpipe from the exhaust manifolds to the catalytic converter.
3. Remove the oil dipstick tube, fan shroud, diverter valve, air injection manifold, and exhaust manifold.
4. Remove the right side motor mount bolt and jack the motor up approximately 1-1/2" to 3".
5. Starting from below, work the header up into position. With the gasket in place, start the header bolts.
6. Reinstall the dipstick tube using the stock stud and tubular spacers provided in the accessory pack.
7. Install the air injection manifold in the fittings on the header, bending the tubes as needed.
8. Tighten all the header bolts evenly (most restricted first).

LEFT SIDE:

1. Remove the alternator, power steering pump, air injection manifold, all brackets attached to the exhaust manifold, and the exhaust manifold.
2. If there is a hydraulic clutch, remove the cross-shaft.
3. Starting from below, work the header up into position. With the gasket in place, start the bolts (most restricted first).
4. Replace the clutch slave cylinder and shield/cross-shaft.
5. Modify the alternator/power steering bracket as shown in Figure A. Install the bracket using the stock stud and tubular spacer provided in the accessory pack.
6. Install the alternator and power steering pump
7. Tighten header bolts evenly (most restricted first).
8. Install the air injection manifold in the fittings on the header, bending the tubes as needed.
9. To connect the headers to the exhaust, purchase a HOOKER™ reducer kit, P/N 11025HKR.
10. Remove the oxygen sensor from the stock exhaust manifold and install it in the fitting on the left hand header. Lengthen the oxygen sensor wire (if required) and connect.
11. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.

NOTE: Finish the performance job your headers started by adding a Hooker competition dual exhaust system. Purchase Hooker's Competition Header Dual Exhaust system, P/N 16532HKR (for 2WD) and P/N 16533HKR (for 4WD). Exhaust systems are mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter form maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%. Use with a 2 1/4" ID Hooker Competition Turbo Muffler.

12. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

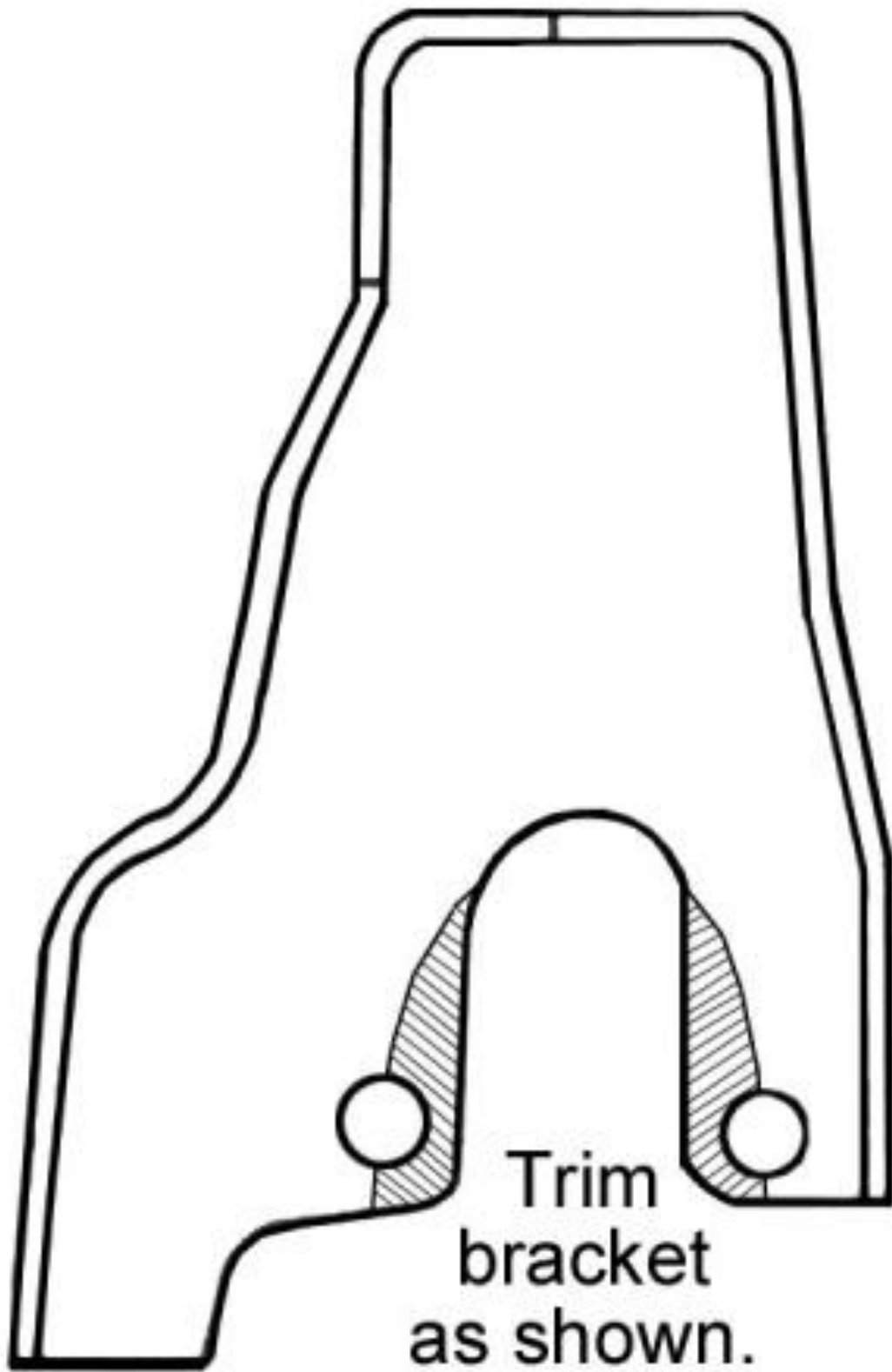


Figure A