



Hooker Competition Headers
2463HKR (Black), 2463-1HKR (Ceramic),
2463-3HKR (Darkside), & 2463-4HKR (Titanium)
1969-91 Blazer/Jimmy, Yukon, Tahoe 2DR (4WD) 396-502
1969-87 1/2, 3/4, 1 Ton Truck (4WD) 396-502

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

NOTE: Will not fit Turbo 400 unless trans crossmember is set back 2" at the mount.

NOTE: Will not accommodate power take off.

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. Remove the stock case iron exhaust manifold, spark plugs, and clutch linkage (if equipped).
3. Remove air conditioning compressor (if mounted on left side of engine).
4. Remove oil filter (if equipped with factory oil cooler or uses a long oil filter).
5. On some models, it will be necessary to trim the motor mount support (**Figure A**).
6. Starting from below, work the header up through the chassis and into position over the exhaust ports. Position the header gasket and start all bolts (most restricted first).

NOTE: On some models, the clutch bellcrank may come in contact with one of the header tubes. A trial fit is suggested to see if sufficient clearance exists. Additional clearance can be obtained several ways. On models built prior to 1972, the arm located on the bellcrank can be bent (**Figure B**). For models built during 1972 or later, mark the header tube that comes in contact with the bellcrank. Remove the header, using a rounded bar or other similar device, dimple the header tube as required to obtain sufficient clearance. Also, for 1972 and later trucks, the clutch pedal stop may be bent forward for additional clearance at the lower end of the bellcrank (**Figure C**). The free travel in the clutch will need to be readjusted after the clutch pedal stop is bent.

7. Tighten all header bolts evenly (most restricted first).
8. The air conditioning bracket will be modified (**Figure D or E** - depending on the type of bracket your vehicle is equipped with).
9. Replace the spark plugs, clutch linkage, and oil filter (if removed).

RIGHT SIDE:

1. Remove the stock cast iron exhaust manifold, dipstick, starter, and air conditioning compressor (if located on left side).
2. Starting from below, work the header up through the chassis into position over the exhaust ports.

NOTE: It may be necessary on some models to disconnect the front driveshaft to install the headers. Also, on some models, the engine must be elevated slightly. Use a board between the oil pan and the jack to prevent damage to the oil pan.

3. Position the header gasket and start all bolts (most restricted first).
4. Tighten all bolts evenly (most restricted first).
5. Replace the dipstick tube, starter, front driveshaft, and motor mount bolts (if removed).
6. The air conditioning bracket will be modified (**Figure D or E** - depending on the type of bracket your vehicle is equipped with).
7. To connect the collector to your existing stock exhaust system, use Hooker reducer kit, P/N 11030HKR.
8. 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.
9. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

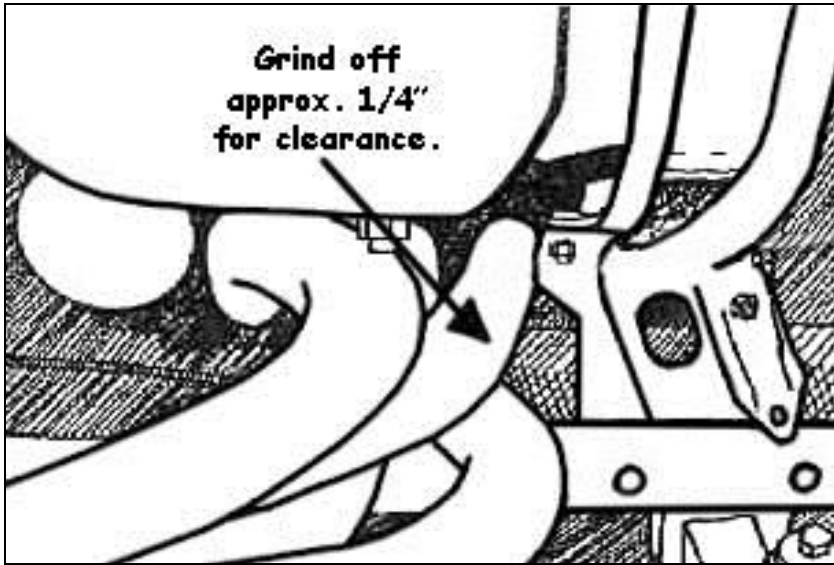


Figure A

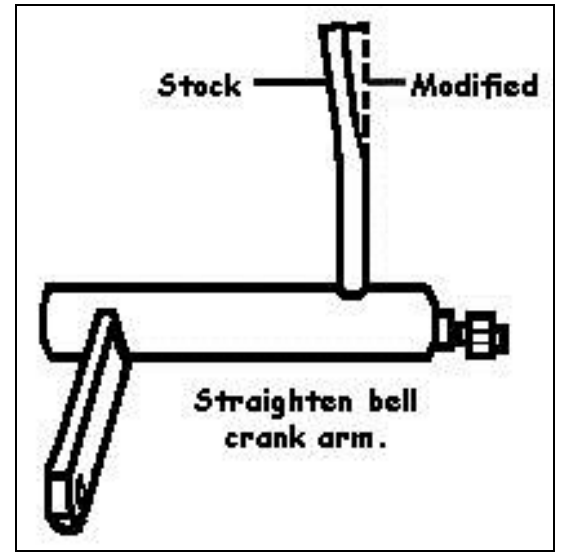


Figure B

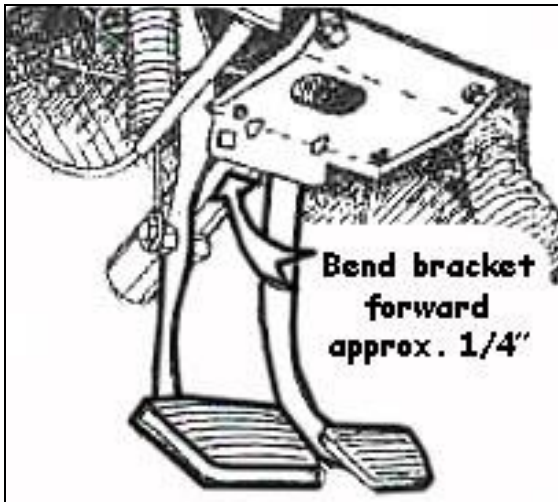


Figure C

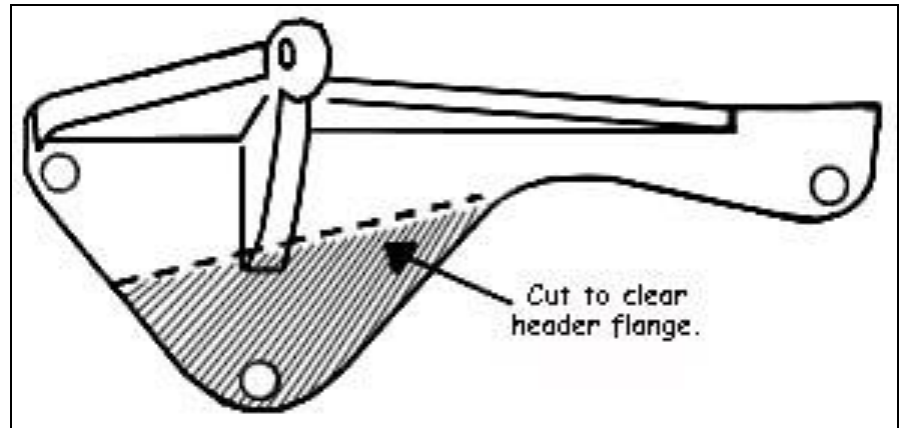


Figure D

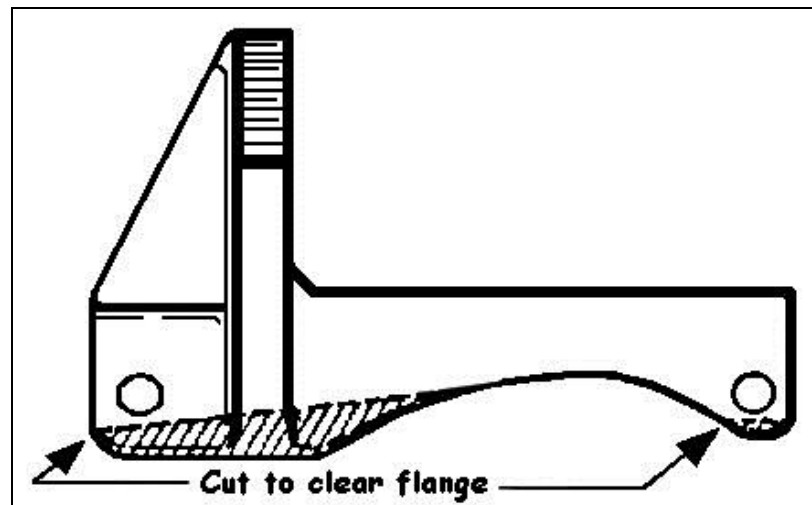


Figure E