



P/N 2806HKR, 2806-1HKR, 2806-3HKR, & 2806-4HKR
SUPER COMPETITION EMISSION-COMPATIBLE CHEVY/GMC HEADERS
1992-98 Blazer/Yukon, Jimmy, Suburban, 1-Ton Crew Cab (265-400)
1988-98 1500, 2500, 3500 Truck (265-400)

NOTE: WILL FIT WITH ANGLE PLUG HEADS.

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

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.

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

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.

RIGHT SIDE:

1. Remove the oil dipstick tube, starter, fan shroud, diverter valve, air injection manifold, and exhaust manifold.
2. Remove the right side motor mount bolt and jack the motor up approximately 1-1/2".

CAUTION! Be sure to place a board between the oil pan and the jack.

3. Starting from above, work the header down into position. With the gasket in place, start the header bolts.
4. Lower the engine and replace the motor mount bolt and starter.
5. Reinstall the dipstick tube using the stock stud and tubular spacer provided in the accessory pack.
6. Install the air injection manifold in the fittings on the header, bending the tubes, as necessary, to fit.
7. Tighten all the header bolts (most restricted first).

LEFT SIDE:

1. Remove the alternator, power steering pump pulley, power steering pump, air injection manifold, all brackets attached to the exhaust manifold, and the exhaust manifold.
2. If you have a hydraulic clutch, leave the hose connected and remove the slave cylinder and shield from the bell housing. If you have a mechanical 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 (**Figure A**). Install the bracket using the stock stub and tubular spacers provided.
6. Install the alternator and power steering pump.
7. Tighten all header bolts evenly (most restricted first).
8. Install the air injection manifold in the fittings on the header bending the tubes, as necessary, to fit.
9. To connect the headers to the stock exhaust system, purchase P/N 11030HKR. Bolt the reducers to the collectors.
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. Install spark plugs and spark plug wires (both sides).
12. 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.
13. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

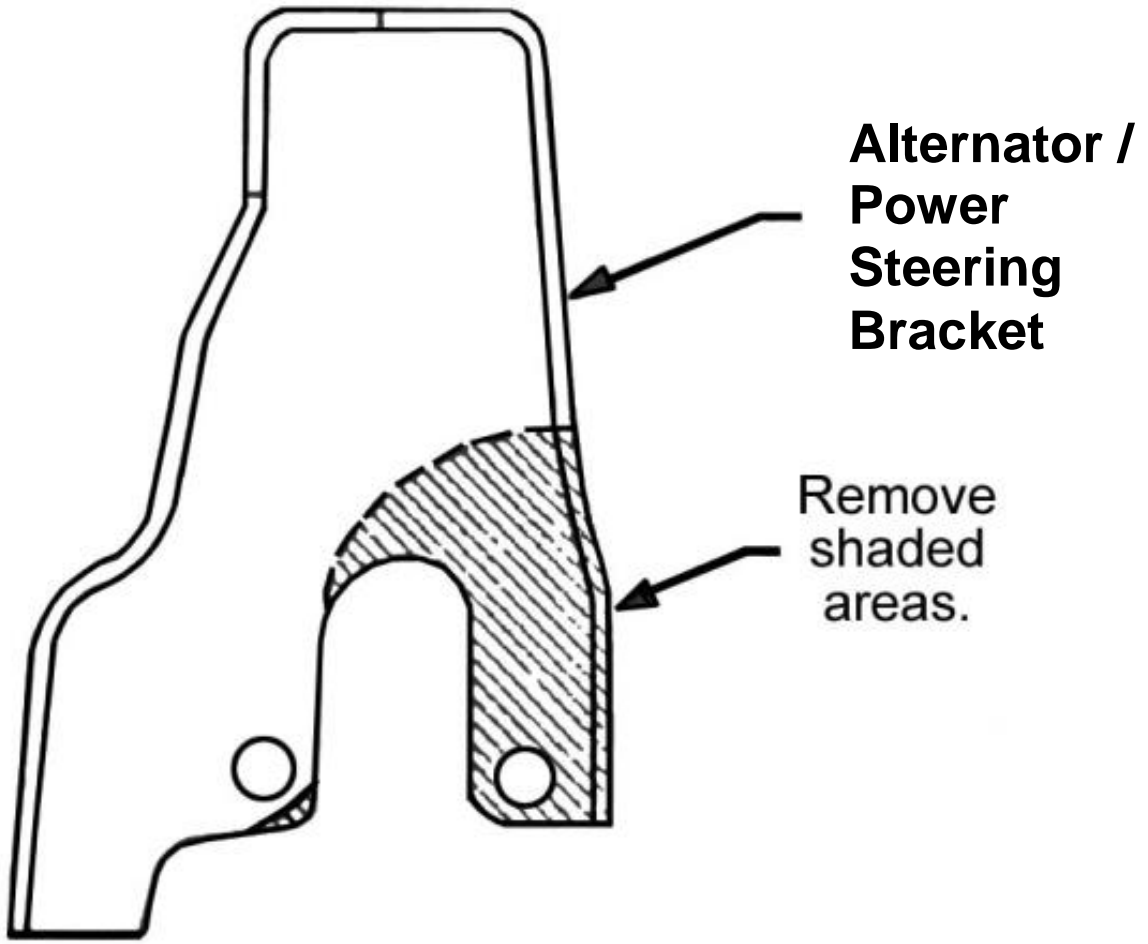


Figure A