



**P/N 2817HKR & 2817-1HKR**  
**SUPER COMPETITION FULL LENGTH CHEVY/GMC HEADERS**  
**67-87 Chevy/GMC 1/2, 3/4 & 1-Ton Trucks, 69-91**  
**Blazer/Carryall/Jimmy/Suburban/1-Ton Crew Cab: 396-502**

**NOTES:**

- 1) These headers require the use of original equipment Big Block frame stands and engine mounts for 67-72 or Big Block engine mounts for 73-91.
- 2) Headers will not accommodate power take off.
- 3) Will not work on vehicles equipped with turbo 400 transmissions unless transmission crossmember is set back 2" at the mount.

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.

**LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the stock cast iron exhaust manifold, spark plugs, and clutch linkage (if equipped).
3. Remove the air conditioning compressor if mounted on left side of engine.
4. Remove the oil filter if vehicle is equipped with factory oil cooler or uses a long oil filter.
5. On some models, it will be necessary to trim the motor mount supports (see **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 model trucks built prior to 1972, the arm located on the bellcrank can be bent as shown in **Figure B**. For trucks built 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, and bap the header tube as required to obtain sufficient clearance. Also on 1972 and later trucks, the clutch pedal stop may be bent forward for additional clearance at the lower end of the bellcrank. See **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.
8. Air conditioner bracket will be modified as shown in **Figures D or E**, depending on the type of bracket your vehicle is equipped with.
9. Replace spark plugs, clutch linkage, oil filter, and air conditioning compressor (if removed).

**RIGHT SIDE:**

1. Remove the stock cast iron exhaust manifold, dipstick, starter, and air conditioning compressor (if located on the right side).
2. Starting from below, work the header up through the chassis and into place over the exhaust ports.
3. Position the header gasket and start all bolts (most restricted first).
4. Tighten all bolts evenly.
5. Replace the dipstick tube, starter, front driveshaft, motor mount, and air conditioning compressor (if removed).
6. The air conditioning bracket will be modified as shown in **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 P/N 11030HKR.
8. 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.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

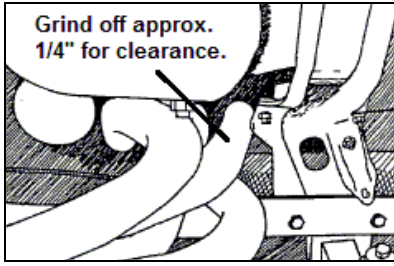


Figure A

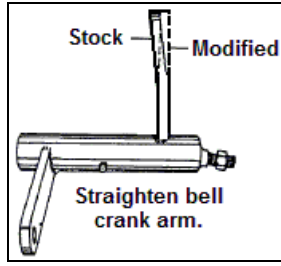


Figure B

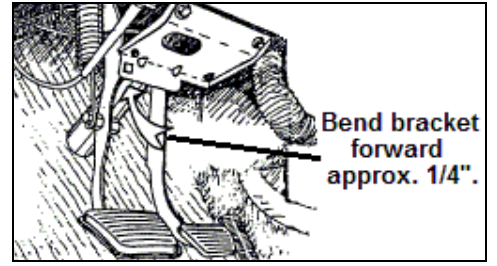


Figure C

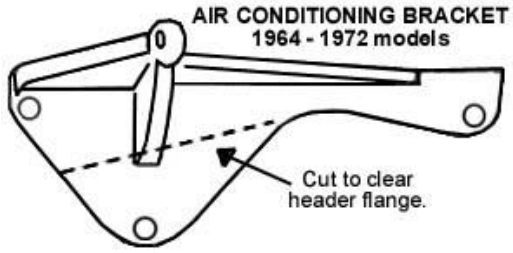


Figure D

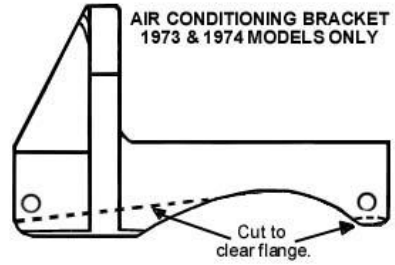


Figure E