



**2840HKR (Painted), 2840-1HKR (Ceramic),  
2840-3HKR (Darkside), & 2840-4HKR (Titanium)**  
**SUPER COMPETITION FULL LENGTH 2WD TRUCK HEADERS**  
1968-91 Blazer, Yukon, Jimmy, Suburban, & 1-ton Crew Cab (265-400)  
1968-87 1/2, 3/4, and 1-ton Truck (265-400)

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 HEADER exhaust system.

**NOTE:** Will fit with angle head plugs.

**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.

**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**

**LEFT SIDE**

1. Disconnect the battery cable to prevent electrical system damage.
2. Unbolt headpipes from the stock exhaust manifolds and push aside.
3. Remove the stock exhaust manifold, oil filter, dipstick tube, clutch linkage (if standard transmission), spark plugs, and spark plug wires.

**NOTE:** If alternator/generator is mounted on stock exhaust manifold, remove it.

4. Unbolt the motor mounts and jack up the engine 2 - 3" (not required for all models).
5. Starting from below, work the main body of the header up through the chassis into position.
6. Place the gasket into position and start all bolts.

**NOTE:** Vehicles equipped with smog injection tubes; remove tubes from stock exhaust manifold and install in header. See **Figure D**.

7. Lower the engine, reinstall the motor mount bolts, and tighten all bolts evenly.
8. Reinstall the oil filter, clutch linkage, spark plugs, dipstick tube, and plug wires (check that wires do not contact any of the header tubes).

**NOTE:** To replace the alternator/generator (if mounted on manifold), purchase Hooker Bracket (P/N 10922HKR right side; P/N 10927HKR left side). See **Figure A**.

**NOTE:** Models equipped with power steering may require installation of furnished Hooker spacer. See **Figure B**.

**RIGHT SIDE**

1. Remove exhaust manifold and air conditioning (if so equipped and mounted on right side).
2. Remove the starter and lay aside (on 1970 and later models: the starter does not need to be removed, but the cable to the starter must be disconnected).
3. Starting from below, work the main body of the header up through the chassis into position. Place the gasket into position and start all bolts.

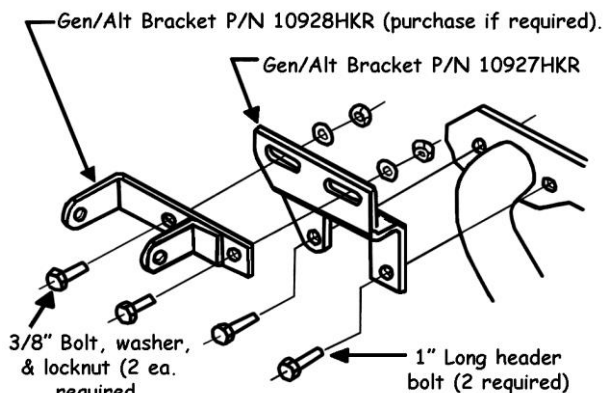
**NOTE:** Vehicles equipped with smog injection tubes; remove the tubes from stock exhaust manifold and install in header. See **Figure D**.

4. Tighten all bolts evenly (most restricted first).
5. Replace the starter (or starter cable) and air conditioning (if removed).

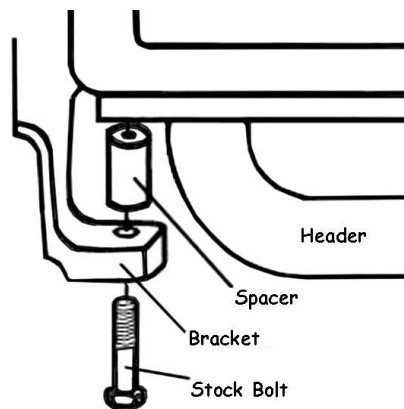
**NOTE:** Models equipped with air conditioning will require Hooker bracket P/N 10926HKR (right side) or 10925HKR (left side). See **Figure C**. On late models, equipped with short compressor, modify the stock bracket, as shown in **Figure F**.

**NOTE:** If vehicle had smog air pump connected to stock exhaust system, it will be necessary to fabricate a connector from a piece of 3/4" O.D. tubing and weld it to either the collector or reducer (drill hole before welding). Cut tubing (at a straight section) coming from air pump, connect this tubing to reducer/collector with a length of 3/4" I.D. neoprene hose. See **Figure E**.

6. To connect the collectors to the headpipes, purchase Hooker Reducer Kit P/N 11030HKR.
7. Connect the battery, start the engine, and check for leaks. Make sure all fuel, brake, and electrical links have sufficient clearance. Reroute as necessary.
8. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.



**Figure A**



**Figure B**

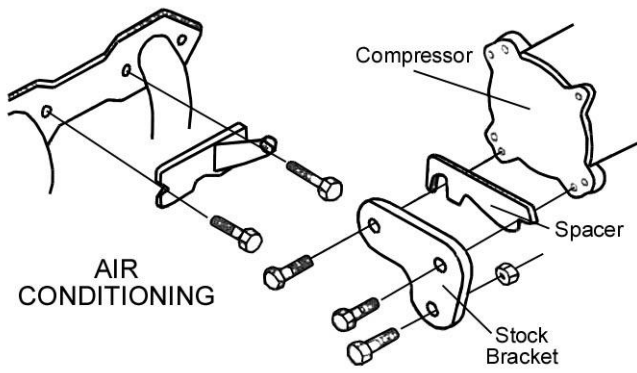


Figure C

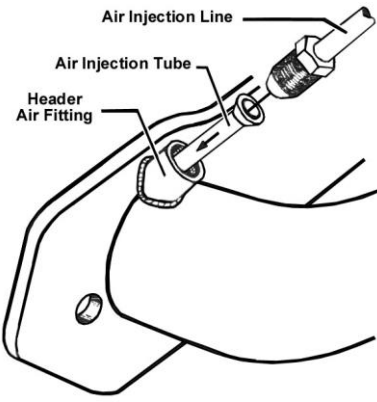


Figure D

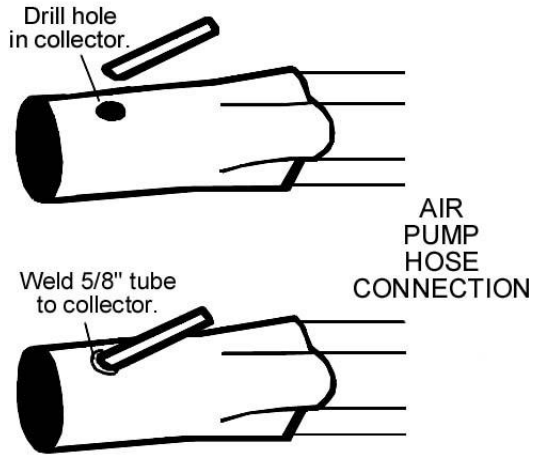


Figure E

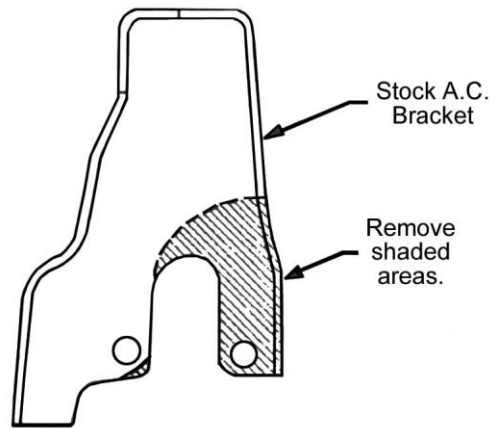


Figure F