



**2847HKR (Painted) & 2847-1HKR (Ceramic)**  
**SUPER COMPETITION FULL LENGTH 2WD TRUCK HEADERS**  
**1992-98 Blazer/Yukon, Jimmy, Suburban, & 1-ton Crew Cab (396-502)**  
**1992-98 1500, 2500 and 3500 Truck (396-502)**

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.

**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 the stock exhaust manifold, spark plugs, spark plug wires, oil filter, and factory oil cooler adapter.
3. Starting from below, work the header up through the chassis and into position over the exhaust ports.
4. With header loose, start lines on oil cooler adapter and reinstall.
5. Take the stock spark plug heat shields and cut 5/16" off of one end. See **Figure A**.
6. Position the header gasket and start all bolts (most restricted first).
7. Tighten all header bolts evenly (most restricted first).
8. Replace the spark plugs and oil filter.

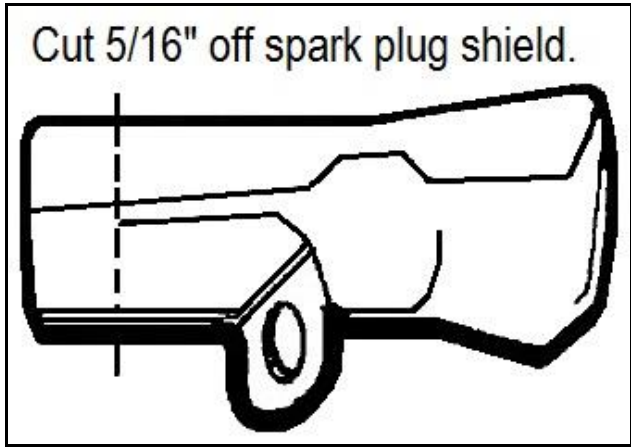
**NOTE:** If your vehicle is equipped with a smog pump, remove the injection tubes from your stock manifold and install in the header. See **Figure B**.

**RIGHT SIDE:**

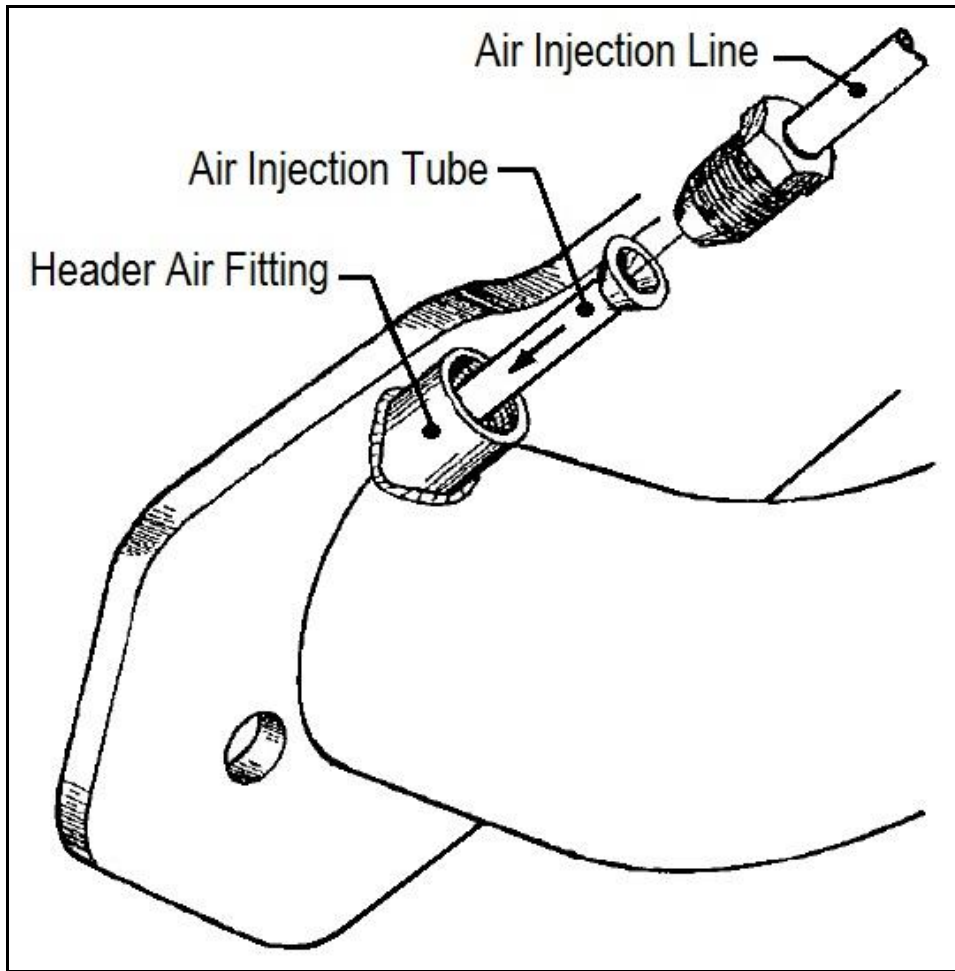
1. Remove the stock cast iron exhaust manifold, dipstick, and catalytic converter heat shield from the floor.
2. The lip under the heat shield (where the firewall and floor meet) will need to be flattened to ease the header installation. With this accomplished, the heat shield will only bolt on with the outside screws.
3. Starting from below, work the header up through the chassis and into position over the exhaust ports.
4. Reinstall the heat shield before starting the header bolts. It may need to be trimmed at the top.
5. Take the stock spark plug heat shields and cut 5/16" off of one end. See **Figure A**.
6. Position the header gasket and start all bolts (most restricted first).
7. Tighten all bolts evenly (most restricted first).
8. Replace the dipstick tube, spark plugs, and spark plug wires (both sides).

**NOTE:** If your vehicle is equipped with a smog pump, remove the injection tubes from your stock exhaust manifold and install in the headers See **Figure B**.

9. Connect the battery, start the engine, and check for leaks. Make sure all fuel, brake, and electrical links have sufficient clearance.
10. 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**