2453HKR (black) & 2453-1HKR (metallic ceramic) Competition Chevy/GMC Header Instruction Sheet

1969-91 Blazer/Jimmy, Yukon, & Tahoe 2DR (4WD) 265-400

1967-87 1/2 Ton, 3/4 Ton, & 1 Ton Truck (4WD) 265-400

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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

NOTE: Available with fittings to accommodate air injection manifold – P/N 02453HKR.
NOTE: Reducers available with oxygen sensor on 1980 and later models: 2 1/2" bolt-on P/N 11045HKR or 3" bolt-on P/N 11046HKR.
NOTE: Will not fit angle plug heads.
NOTE: Models with an alternator/generator mounted on the head, will require a Hooker brackets, P/N 10928HKR & 10927HKR (left side) and 10928HKR & 10922HKR (right side).
NOTE: To connect the collector to the headpipe, the purchase of Hooker reducer kit, P/N 11025HKR, is required.

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 prior to installing headers, take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

INSTALLATION PROCEDURE: PLEASE READ THOROUGHLY & CAREFULLY

LEFT SIDE

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Unbolt the headpipes (both sides) and remove from the truck.
3. Remove the stock exhaust manifold, dipstick, dipstick tube, spark plugs, spark plug shields, and on 1967-73 models, remove the clutch linkage (if manual). Discard the spark plug shields. They cannot be used with the header.

NOTE: If equipped with a factory air conditioning compressor mounted on the left side of the head, remove its rear bracket.

4. If the alternator/generator or air conditioning compressor is mounted on the left side of the head, remove it.
5. Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the gasket between the head and the flange. Start all header bolts (most restricted first) and tighten evenly.

NOTE: Some models will require that a small section be ground away from the rear top corner of the motor mount to provide additional header clearance.

6. If the alternator/generator or air conditioning compressor was removed from the head, remount the alternator/generator with the purchased bracket (P/N 10928HKR & 10927HKR). **See Figure A and/or B.**
7. If equipped with power steering, use the furnished spacer when replacing the pump bracket for adequate header clearance (**Figure C)**.
8. Tighten all header bolts evenly.

NOTE: For automatic transmissions, it may be necessary to modify (bend) the shift linkage for proper functioning and/or adequate header clearance.

9. Replace the dipstick, dipstick tube, and spark plugs.
10. Replace the clutch linkage (if removed). On 1974 models only, shorten the return spring approximately 2" and attach it to the existing hole in the frame (behind the original hole). **See Figure D.**

RIGHT SIDE

1. Remove the stock exhaust manifold, spark plugs, spark plug shields (discard) and starter cable.
2. If the generator/alternator and/or air conditioning compressor are mounted on the right side of the head, remove it.
3. Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the gasket between the flange and the head. Start all the header bolts (most restricted first).
4. If the alternator/generator or air conditioning compressor was removed, remount with the purchased bracket.
5. Tighten all the header bolts evenly. Replace the spark plugs. Reroute and reconnect the starter cable.
6. To connect the collector to your stock exhaust system, purchase the Hooker reducer kit P/N 11025HKR.

NOTE: Finish the performance job your headers started by adding a Hooker competition dual exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter form maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%. Our dual exhaust system is perfect when used in conjunction with Hooker Super Competition Turbo 21105HKR or Hooker Competition Turbo 21005HKR. Purchase P/N 16527HKR (1967-72 Blazer), P/N 16528HKR (1973-87 Blazer), or P/N 16526HKR (1973-87 Pickup).

7. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
8. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

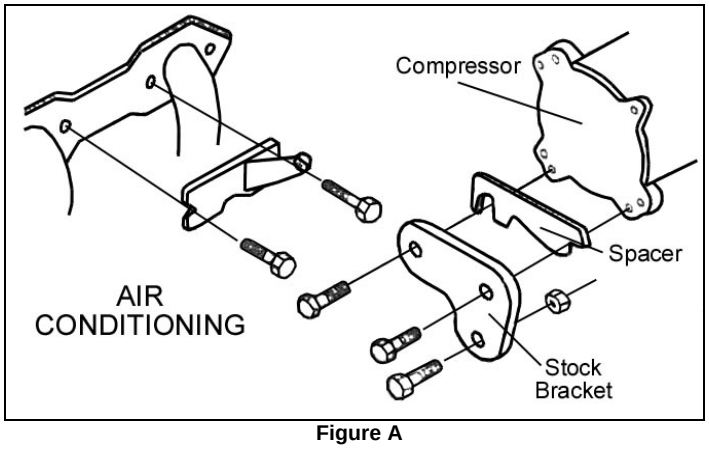


Figure A

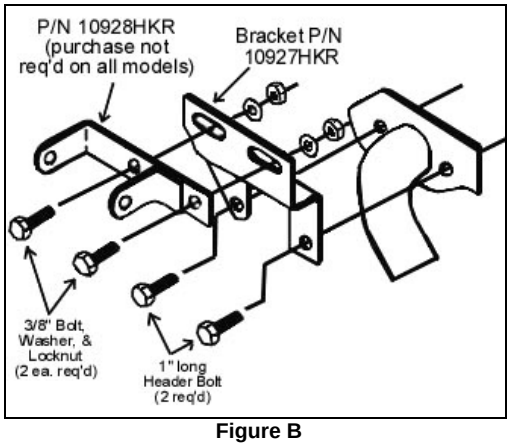


Figure B

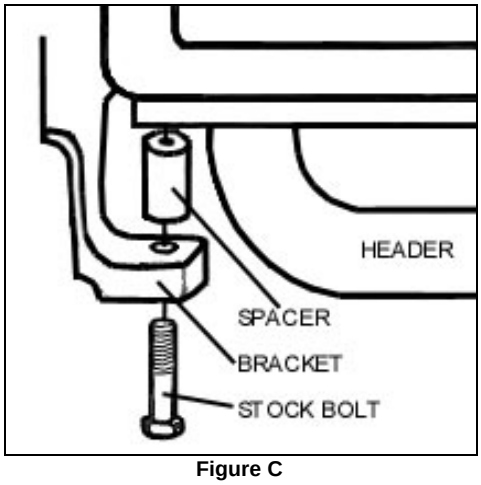


Figure C

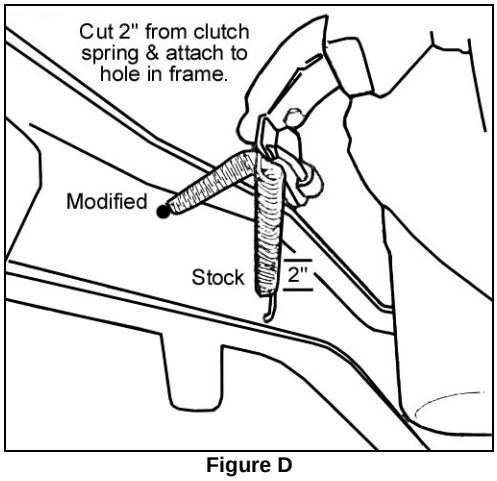


Figure D

LIMITATION OF LIABILITY – DISCLAIMER
The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.
HOOKER Industries makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states where they may be sold to the ultimate purchaser, the consumer. Unless expressly stated to the contrary in the catalog, instruction sheet, or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or nonconforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.
In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

The foregoing statement limits the liability of the manufacturer.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system unless exempted. Unless otherwise noted, HOOKER HEADERS have not received an exemption from these code sections and are not legal for sale or use in California on vehicles originally equipped with catalytic converters. It is illegal, except for racing vehicles, which may never be driven upon a highway, to remove or otherwise render inoperative any emission control device on regulated motor vehicles. Check catalog listings to ensure proper application. In the other 49 states, unless otherwise noted, HOOKER HEADERS are not legal for pollution controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

Hooker Technical Support
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For online help, please refer to the Tech Service section of our website: www.holley.com

2453HKR
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