

PART NO. 2826

CHEVROLET / GMC PICKUP 1/2, 3/4 & 1 TON  
CARRYALL AND SUBURBAN 396-454

**NOTE:** VEHICLES EQUIPPED WITH AIR PUMP REQUIRE PART NO. 02826. REFER TO APPLICATION SHEET.

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 HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

**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 BATTERY CABLE TO PREVENT DAMAGE TO THE ELECTRICAL SYSTEM.
2. UNBOLT STOCK HEADPIPES FROM EXHAUST MANIFOLDS AND PUSH ASIDE.
3. REMOVE OIL FILTER, SPARK PLUGS, CLUTCH LINKAGE, AIR CONDITIONER FROM ENGINE, AND OIL PRESSURE SENDING UNIT (IF SO EQUIPPED).
4. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS COMPONENTS INTO POSITION.  
**\*NOTE:** ON SOME YEAR MODELS THE ENGINE MUST BE ELEVATED BEFORE HEADERS MAY BE INSTALLED. UNBOLT ENGINE FROM MOTOR MOUNT AND USING A BOARD BETWEEN THE OIL PAN AND A HYDRAULIC JACK ELEVATE ENGINE 1". INSTALL HEADER, LOWER ENGINE AND REPLACE MOTOR MOUNT BOLTS.
5. TAKE STOCK SPARK PLUG HEAT SHIELDS AND CUT 5/16" OFF OF ONE END AS PER ILLUSTRATION 'A'.
6. POSITION SPARK PLUG HEAT SHIELDS AND HEADER GASKET. START ALL BOLTS (MOST RESTRICTED FIRST).
7. TIGHTEN ALL BOLTS (MOST RESTRICTED FIRST).
8. REPLACE OIL FILTER, SPARK PLUGS, CLUTCH LINKAGE (IF REMOVED) AND AUTOMATIC TRANSMISSION LINKAGE (IF REMOVED).  
**\*NOTE:** A) ALL 1973-75 MODELS EQUIPPED WITH AIR CONDITIONING THAT IS MOUNTED ON THE LEFT SIDE OF VEHICLE MUST MODIFY MOUNTING BRACKET AS PER ILLUSTRATION 'B' (LEFT AND RIGHT SIDES ARE DETERMINED WHILE SITTING IN VEHICLE).  
B) IF YOURS IS EQUIPPED WITH A SMOG PUMP, REMOVE THE INJECTION TUBES FROM YOUR STOCK MANIFOLD AND INSTALL IN HEADER AS PER ILLUSTRATION 'C'.

**RIGHT SIDE**

1. REMOVE THE STOCK EXHAUST MANIFOLD, SPARK PLUGS, DIPSTICK TUBE AND STARTER.
2. STARTING FROM BELOW, WORK HEADER AND STARTER THROUGH CHASSIS INTO POSITION.
3. TAKE STOCK SPARK PLUG HEAT SHIELDS AND CUT 5/16" OFF OF ONE END AS PER ILLUSTRATION 'A'.
4. POSITION SPARK PLUG HEAT SHIELDS AND HEADER GASKET. START ALL BOLTS (MOST RESTRICTED FIRST).
5. TIGHTEN ALL BOLTS (MOST RESTRICTED FIRST).
6. REPLACE SPARK PLUGS AND DIPSTICK TUBE.  
**\*NOTE:** A) ALL 1969 TO 1978 MODEL VEHICLES FACTORY EQUIPPED WITH AIR CONDITIONING MOUNTED ON THE RIGHT SIDE OF VEHICLE MUST MODIFY MOUNTING BRACKET AS PER ILLUSTRATION 'D'.  
B) IF YOUR VEHICLE IS EQUIPPED WITH A SMOG PUMP, REMOVE THE INJECTION TUBES FROM YOUR STOCK EXHAUST MANIFOLD AND INSTALL IN HEADERS AS PER ILLUSTRATION 'C'.

8. TO CONNECT COLLECTOR TO YOUR EXISTING STOCK EXHAUST SYSTEM, USE HOOKER REDUCER PART NO. 11030.

9. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. SEE ILLUSTRATION 'E'.



*Super Competition*

**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. Flowtech® & Hooker® recommend 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.

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WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-800-464-6553.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.

**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.

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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.

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THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

CALIFORNIA VEHICLE CODE SECTIONS 27156 AND 38391 PROHIBIT 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 INSURE 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.

