



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 1/2, 3/4 & 1-Ton Crew Cab 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 Fig **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**, 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.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

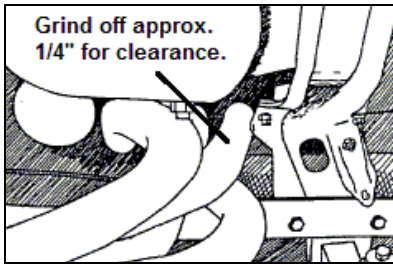


Figure A

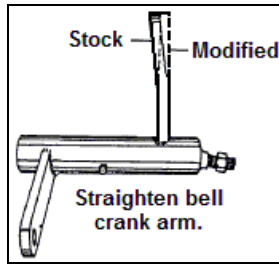


Figure B

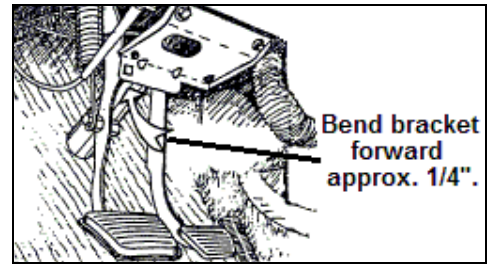


Figure C

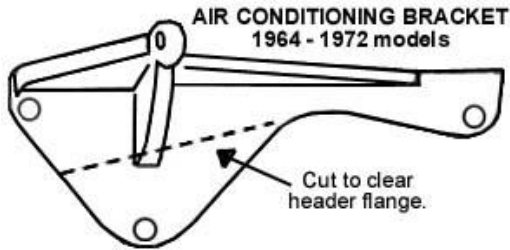


Figure D

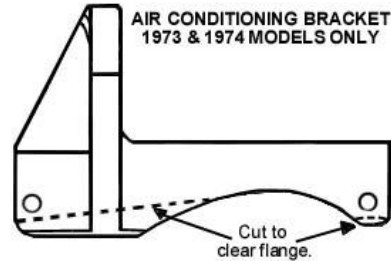


Figure E

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.

HOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state 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 non-conforming, 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. HOKER Headers have not received an exemption from these code sections and are to 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 the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOKER 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.