



PART NO. 2839HKR (painted) & 2839-1HKR (ceramic)

SUPER COMPETITION ENGINE SWAP HEADERS

Chevy / GMC

1982-93 S-10, S-10 Blazer, S-15, S-15 Jimmy (4WD) 265-400

NOTE: To tubes over frame on driver's side and one tube over frame on passenger's side.

NOTE: Reducers are available with an oxygen sensor on 1980 and later models. 2 1/2" bolt-on part 11045HKR or 3" bolt-on part 11046HKR.

NOTE: Will fit heads with factory plug angle

NOTE: This header requires Hooker frame mounts 12610HKR and two Chevrolet later model Corvette motor mounts (GM #17980387). Will fit either a turbo 350 or 700 R-4 transmission using the stock S-10/S15 crossmember and rubber trans 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 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

RIGHT SIDE

1. Disconnect the battery cable to prevent electrical system damage. Remove the spark plugs.
2. Remove the exhaust system, exhaust manifold, starter, and transmission dust shield. Trim the ear from the bellhousing. See Figure B.
3. Cut a hole (large enough for the R-4 tube flange to fit through) in the lower rear section of the inner fender panel. See Figure A.
4. Locate the removable crossmember under the bellhousing area. Mark the tips of the crossmember that protrude above the top of the frame rails. Remove the crossmember and cut so that the crossmember is now even with the frame rails. Leave off at this time.
5. Starting from below, work the main header section up through the chassis into position. Leave loose at this time.
6. Install the R-1 tube between the starter and motor mount going into the slip joint on the header.
7. Install the R-4 tube up through the hole in the fender panel and into the slip joint on the header.
8. Insert the header gasket and start all header bolts. Tighten all the bolts evenly (most restricted first).
9. Replace the transmission dust shield and spark plugs. If vehicle is equipped with cast dust shield and engine to the bellhousing support rods, these must be removed. Use plastic dust shield from a car application.

LEFT SIDE

1. Remove the spark plugs and exhaust manifold.
2. Cut a hole (large enough for the L-2 & L-3 tube flange to fit through) in the lower rear section of the inner fender panel. See Figure A.
3. Starting from below, work the main header section up through the chassis into position. Start the L-4 tube bolts, but do not tighten at this time.
4. Install the L-1 tube into the slip joint on the main body of the header. Then, work the L-2 and L-3 tubes through the hole in the fender panel and into their slip joints.
5. With the header still loose, install the crossmember and tighten bolts.
6. Insert the header gasket and install all header bolts, then tighten all bolts evenly (most restricted first).
7. Install the remote oil filter mount, oil filter, and spark plugs.
8. If you choose to fabricate an exhaust, this can be done by purchasing Hooker P/N 11030HKR reducers and the appropriate size tubing.
9. **NOTE:** On 1980 and later models, to retain the oxygen sensor, purchase Hooker Reducer Kit with Oxygen Sensor Fitting, part #11046HKR. Make sure that there is adequate clearance between the headers and transmission cooling hoses, brake lines, fuel lines, and electrical wires. Reroute as necessary.
10. Connect the battery, start the truck, and check for leaks.

When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the 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.

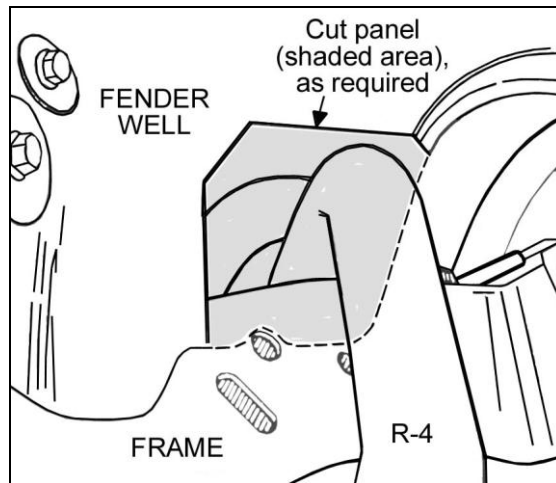


FIGURE A

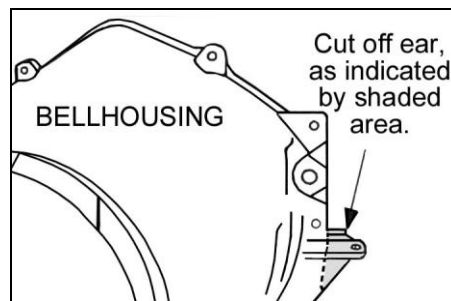


FIGURE B

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.

HOKKER 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, prohibit the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER 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, HOKKER 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.

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