

PART NO. 2849

CHEVY PICKUP WITH 4 WD & 393-454 CID
GMC PICKUP WITH 4 WD & 396-454 CID

***NOTE: 1) THESE HEADERS ARE TO BE INSTALLED ON CHEVY AND GMC TRUCKS WITH 396-454 CID ENGINES INSTALLED WITH FACTORY PARTS.**

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN HIGH PERFORMANCE EXHAUST SYSTEM. EXTENSIVE DYNO/TRACK TESTING HAS ENABLED HOOKER TO OFFER THE MOST ADVANCED DESIGN IN HEADERS FOR 396-454 CHEVY ENGINE. BECAUSE OF THE RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR NEW HEADERS WILL BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. 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 INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

BEFORE STARTING

THE IDEAL METHOD TO INSTALL YOUR HEADERS IS BY USING A FLOOR HOIST OR OTHER TYPE OF LIFTING DEVICE SINCE THE VEHICLE MUST BE RAISED A MINIMUM OF 36 INCHES. IF NO HOIST IS AVAILABLE, WE STRONGLY URGE THE USE OF AXLE STANDS AS A SAFETY MEASURE. CAUTION!! UNDER NO CIRCUMSTANCES SHOULD THE CAR BE RAISED FOR ANY LENGTH OF TIME WITH A BUMPER JACK!!

INSTALLATION PROCEDURE - PLEASE READ CAREFULLY

LEFT SIDE

1. DISCONNECT BATTERY TO AVOID DAMAGE TO YOUR TRUCK'S ELECTRICAL SYSTEM.
2. REMOVE STOCK CAST IRON EXHAUST MANIFOLD AND SPARK PLUGS.
3. REMOVE AIR INJECTION TUBES FROM STOCK MANIFOLDS FOR LATER INSTALLATION IN HEADERS (IF SO EQUIPPED). APPLIES TO P/N 02849 ONLY.
4. REMOVE OIL FILTER IF VEHICLE IS EQUIPPED WITH FACTORY OIL COOLER OR USES A LONG OIL FILTER.
5. STARTING FROM BELOW WORK HEADER UP THROUGH CHASSIS AND INTO POSITION OVER EXHAUST PORTS. POSITION HEADER GASKET AND START ALL BOLTS (MOST RESTRICTED FIRST).
6. TIGHTEN ALL HEADER BOLTS EVENLY.
7. REPLACE SPARK PLUGS, OIL FILTER AND AIR INJECTION TUBES (SEE ILLUSTRATION "A").

RIGHT SIDE

1. REMOVE STOCK CAST IRON EXHAUST MANIFOLD, DIPSTICK AND STARTER.
2. STARTING FROM BELOW WORK HEADER UP THROUGH CHASSIS AND INTO PLACE OVER EXHAUST PORTS.

NOTE: ON SOME MODELS THE ENGINE MUST BE ELEVATED SLIGHTLY. USE A BOARD BETWEEN THE OIL PAN AND THE JACK TO PREVENT DAMAGE TO THE OIL PAN.

3. POSITION HEADER GASKET AND START ALL BOLTS, MOST RESTRICTED FIRST.
4. WITH HEADER STILL LOOSE, REPLACE DIPSTICK TUBE, STARTER, MOTOR MOUNT BOLTS (IF REMOVED) AND AIR INJECTION TUBES.
5. TIGHTEN ALL BOLTS EVENLY.

WARNING: REMOVAL OF CATALYTIC CONVERTERS AND OTHER FACTORY AIR POLLUTION CONTROL DEVICES IS ILLEGAL. WE RECOMMEND YOU ABIDE BY THE LAW. OUR TESTING INDICATES PERFORMANCE IS NOT SIGNIFICANTLY AFFECTED BY THESE DEVICES.

6. START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

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

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-866-464-6553.

**HOOKER
HEADERS**

SUPER COMPETITION

1024 W. Brooks St., Ontario, Calif. 91702



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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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

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