



**P/N 7523HKR & 7523-1HKR**  
**SUPER COMPETITION FULL LENGTH CHEVY/GMC HEADERS**  
**1975–87 Chevy/GMC 1/2, 3/4 & 1–Ton Trucks: 283-400**  
**1975–91 Blazer/Carryall/Jimmy/Suburban/1–Ton Crew Cab: 283-400**

**NOTE:** Will not fit angle plug heads.

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 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**

**LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the stock headpipe at the exhaust manifold and push aside. It will facilitate the header installation if the headpipe is removed.
3. Remove the stock exhaust manifold, spark plugs, dipstick, and dipstick tube. If stick, remove clutch linkage. If equipped with air conditioning and compressor is mounted on the left side, remove it.
4. Starting from below, work the header up through the chassis and into position over the exhaust ports.

**NOTE:** If engine is equipped with smog injection tubes, remove the stock fittings from the exhaust manifold and install the bushings on the Hooker headers. See **Figure A**.

5. Position the flange gasket on head and start all header bolts (most restricted first).
6. Tighten all header bolts evenly.
7. Replace spark plugs, dipstick tube, dipstick and clutch linkage (if removed).
8. Older models may require the installation of furnished power steering spacer. See **Figure B**.
9. If equipped with air conditioning, purchase Hooker air conditioning bracket P/N 10925HKR to reinstall the compressor. If late model equipped with short compressor, modify the stock bracket as shown in **Figure C**.

**RIGHT SIDE:**

1. Remove the stock headpipe, exhaust manifold, and spark plugs. If equipped with air conditioning mounted on the right side, remove the compressor and starter.
2. Starting from below, work the header up through the chassis and into place over the exhaust ports.

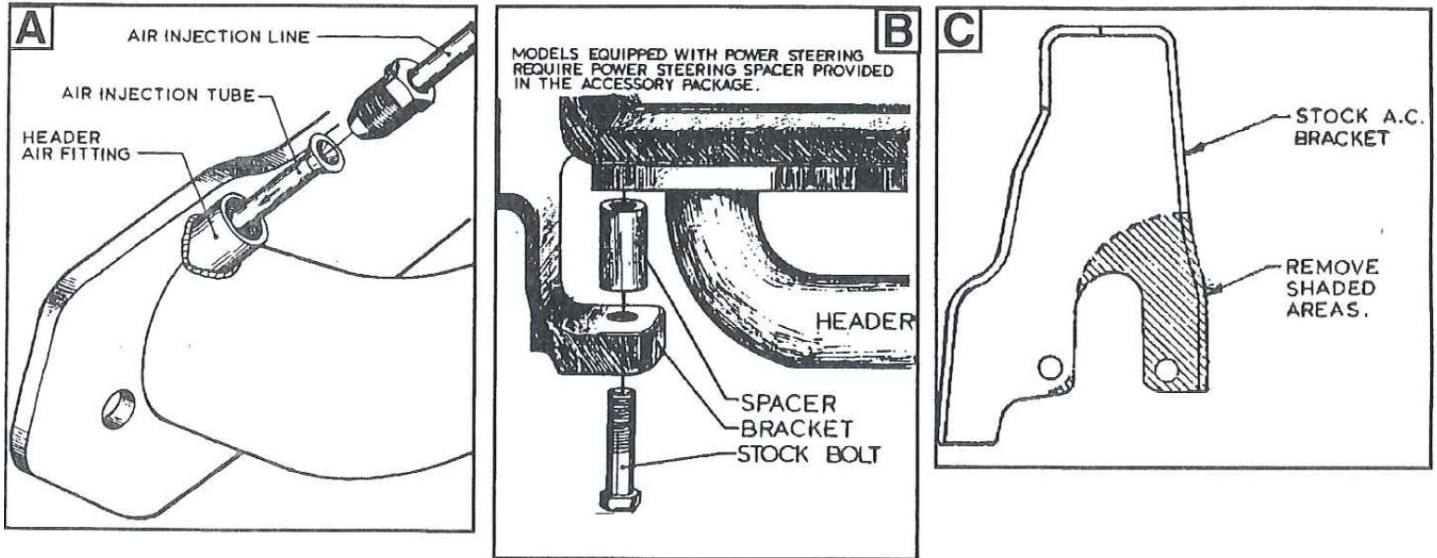
**NOTE:** If engine is equipped with smog injection tubes, remove the stock fittings from the exhaust manifold and install the bushings on the Hooker headers. See **Figure A**.

3. Position the flange gasket on the head and start all bolts. With the header loose, install the starter.
4. Tighten all bolts evenly.
5. Replace the spark plugs. If equipped with air conditioning, purchase Hooker air conditioning bracket P/N 10926HKR to remount the compressor.
6. To retain heat to the carburetor, purchase a hot air kit.
7. To connect the collector to your existing stock exhaust system, use Hooker reducer P/N 11025HKR.

**NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos 21005HKR or 21006HKR

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: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).



**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, prohibits 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 that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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