



1967-69 GM F-BODY/1968-74 GM X-BODY LS SWAP MID-LENGTH HEADERS

70201505HKR, 70201505-1HKR, 70201505-3HKR – 1-3/4”
70201506HKR, 70201506-1HKR, 70201506-3HKR – 1-7/8”

Installation Instructions



Thank you for choosing to use HOOKER™ Headers as part of your LS swap project. HOOKER™ Headers are designed with optimized components and geometry to ensure the highest level of fit and performance. Please read these instructions thoroughly before attempting installation of these components.

PRE-INSTALLATION CONSIDERATIONS:

Check that the hardware package includes the following:

Qty.	Description
12	M8 x 1.25 Header Bolts

These headers were specifically designed to be installed with HOOKER™ LS swap engine and transmission mounting components and exhaust systems for this same application. Attempts to install these headers with any other type or combination of engine and transmission mounting components will cause them to no longer be bolt-in compatible with the mentioned Hooker exhaust systems.

For best fitment and overall component clearances, HOOKER™ headers and mounting components for this LS swap application are designed with a chassis-centered engine and transmission location, which varies only slightly from the original minor passenger side offset used by GM. The engine and transmission have also been positioned to enable hassle-free installation and to promote good vehicle handling performance. The unique design geometry of these headers requires the use of specific HOOKER™ clamshell type engine mounting brackets designed along with these headers to ensure fitment compatibility with your car. Use of any frame stand / swap plate style mounts will not provide the engine positioning necessary for obtaining the component and ground clearances designed into these headers.

NOTE: Will not work with factory column shift linkage. Aftermarket column linkage or cable kits, such as those offered by Lokar™ and others will have to be used if you wish to keep a column shifted set-up in your vehicle.

NOTE: These headers are installable with half-height body mounts but tube-to-floor clearances (when using a HOOKER™ mid-tube adapter kit) should be expected to be tight and roughly half of the intended 1” clearance designed into the headers if you intended to use a Hooker transmission crossmember to provide transmission support, maximum exhaust routing clearance and an optimized engine inclination angle. Note that the use of a HOOKER™ transmission crossmember with half-height body mounts is not possible without raising the height of the stock floor pockets located above the exhaust-hump arches of the crossmember.

NOTE: Due to the 3/4” to 1” forward re-positioning of the transmission required for proper fitment of these headers, it will be necessary to lengthen any driveshaft to be reinstalled from a previous stock transmission location installation. This presents an opportunity to increase the size of your driveshaft to 3” or 3.5” diameter for increased strength and RPM capabilities.

The instructions contained in this document assume you have already installed the engine and transmission in the vehicle with the above mentioned HOOKER™ mounting components per their instructions.

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove spark plugs wires from the spark plugs. Removing spark plugs is also recommended as a precaution, but not required.
3. Remove the engine oil dipstick tube.
4. Using an automotive lift or floor jack, lift the entire vehicle or front of the vehicle a minimum of 12" to 15" off the ground.
5. Starting with the driver's side header assembly, maneuver it into place between the engine and subframe through the bottom of the vehicle. To accomplish this, you will need to raise the front of the engine with a hoist, or jack the engine over to the right side with a floor jack. If using the floor jack method, remove the right side valve cover to prevent damage to the A/C evaporator housing, if present.
6. Maneuver the passenger's side header into position between the engine and subframe through the bottom of the vehicle; no engine lifting or jacking is required for this step.
7. Reinstall engine oil dipstick tube, spark plugs and spark plug wires, as needed.
8. Reconnect battery, if previously disconnected.

COMPATIBILITY INFORMATION:

These headers were designed and verified to produce the highest level of component compatibility of any currently available long-tube headers for this application. Compatibility with the following components is assured:

HOOKER™: proprietary clamshell-style engine mounting brackets, transmission crossmembers and 2.5" and 3" bolt-in exhaust systems for this same application.

NOTE: These headers are an essential component of the HOOKER™/Holley® LS swap system for 1967-69 GM F-body and 1968-74 X-body vehicles. Bolt-in connection to Hooker's **70501318-RHKR** (2.5") or **70501319-RHKR** (3") exhaust systems is accomplished by using the appropriate adapters as follows:

70701305-RHKRHKR adapters - to connect 70201505HKR (all finish/material variants) headers to Hooker **70501318-RHKR** (2.5") exhaust system.

70701306-RHKR adapters - to connect 70201506HKR (all finish/material variants) headers to Hooker **70501319-RHKR** (3") exhaust system.

Holley®: LS swap oil pans (only pan number **302-2** installs without having to notch the engine crossmember), accessory drive brackets, EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers.

Stock/Other: Stock GM 1972-up clamshell engine mounts (when using HOOKER™ mounting brackets), Quicktime™ T56 bellhousing (hydraulic clutch only), factory AC evaporator case, straight boot spark plug wires, OE power steering box, multiple GM/Tremec™ transmissions: Powerglide, TH350, TH400, 700R4, 2004R, 4L60-4L75 automatics and T56 (4th-gen F-body)/ T56 Magnum manual transmissions. Installation with a 4L80/4L85 automatic transmission will require slight grinding/clearancing of the transmission bellhousing.

NOTE: These headers are not intended to fit with original engine frame stands and LS swap plates typically used for this application, or with any style of engine mounts that do not place the engine in the stock location and move the transmission approximately 3/4"-1" forward to couple to it.