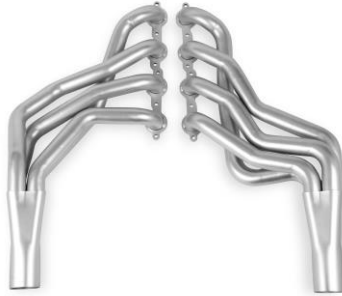




1968-1974 GM 2WD C10/C20 LS SWAP FULL-LENGTH HEADERS
BH13243
Installation Instructions



Thank you for choosing to use HOOKER™ headers as part of your LS swap project. These headers are part of the most comprehensively engineered system of mounting components, headers and exhaust systems available for this application. The entire Hooker™ swap system is designed to decrease your total swap installation effort and cost while increasing the engineered quality of your vehicle.

PRE-INSTALLATION CONSIDERATIONS:

Check that the hardware package includes the following:
(12) M8 x 1.25 header bolts

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 maintain column shift capability of your vehicle.

NOTE: These headers are geometrically/functionally compatible with GM TH350, TH400, 700R4, 2004R, 4L60-4L70, 4L80E/4L85E, and 6L80/6L90 automatic transmissions and the OE LS 4th-gen F-body/GTO Tremec T56 and aftermarket T56 Magnum manual transmissions.

NOTE: These headers do not possess a CARB Executive Order Exemption and are therefore not legal for sale or use on pollution-controlled motor vehicles.

NOTE: The collector outlets of these headers are designed to be connected to an exhaust system with specific-design Torca 3" coupler clamps. These clamps can be purchased as a pair by ordering Hooker P/N 41173HKR.

NOTE: These headers are designed to be used along with engine mounting brackets BHS540 and transmission crossmember BHS548, BHS549, or BHS550.

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.

An automotive lift or a jack and jack stands will be required to safely raise and support the vehicle. **CAUTION! WORK ONLY ON A LEVEL SURFACE. USE JACKS /JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.**

COMPATIBILITY INFORMATION:

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 may cause them to not provide their intended ground or vehicle component clearances, or compatibility with the related HOOKER™ exhaust systems.

These headers are fully compatible for use with the stock A/C evaporator case, power brake booster and OE LS spark plug wires.

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove the spark plugs wires from the spark plugs. Remove the spark plugs from the engine.
3. Remove the engine oil dipstick tube.
4. Remove any transmission linkage present between the transmission and steering column.
5. 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.
6. Remove any existing header/manifold that is installed and clean the cylinder head sealing surface.
7. Starting with the right side header assembly, maneuver it into place between the engine and vehicle frame through the bottom of the vehicle and attach it to the engine using (x1) supplied header bolt and a new header gasket or OE equivalent gasket.
8. Maneuver the left side header into position between the engine and vehicle frame through the top side of the vehicle and attach it to the engine using (x1) supplied header bolt and a new or used stock GM exhaust manifold gasket.
9. Complete installation of remaining header bolts from the top of the engine compartment and tighten all bolts. It is recommended to use anti-seize on all hardware.
10. Reinstall the engine oil dipstick tube, spark plugs, and spark plug wires.
11. Install the O2 sensors into bungs, if using. Install O2 plugs (user supplied), if not using O2 sensors.
12. Reconnect battery if previously disconnected.