



1963-1972 C10 Trailing Arm Crossmember P/N BHS510 Installation Instructions



Thank you for choosing to use HOOKER™ exhaust components as part of your C10 LS swap project. These components are part of the most comprehensively engineered collection of LS swap 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:

- Designed to work with Hooker 63-72 C10 swap components
- Designed to maintain stock pinion angle on lowered trucks
- Works with 1-piece driveshaft's only
- Vehicle must be on a safe working surface with wheels chocks for safety

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.

PARTS INCLUDED:

Qty.	Description
1	Black Crossmember
2	3/4" Locking Nut
16	3/8" Locking Nut

Qty.	Description
2	3/4" x 4-1/4" Bolt
16	3/8" x 1-1/4" Bolt

Qty.	Description
4	3/4" Flat Washer
32	3/8" Flat Washer

REMOVAL:

1. Remove the drive shaft making sure not to lose the U-joint caps.
2. Remove the exhaust that is near the crossmember.
3. Using proper jack stands, remove the trailing arm bolts and remove the trailing arms from the stock crossmember.
4. Remove anything else that may be attached to the crossmember.
5. Using a cut off wheel, grinder or your choice of tool, remove the 14 rivets from the frame holding the crossmember in place.
6. Using a hammer and punch, remove the rivets from the holes and remove the crossmember.
7. At this time, you may want to clean up the area of removal to make installation easier.

INSTALLATION:

1. Install the new Hooker crossmember with the trailing arm bolt locations in the upward position.
2. Bolt the new crossmember in place using the supplied 3/8" hardware and tighten.
3. Re-install the trailing arms using the supplied 3/4" hardware. It is recommended to use grease on the bushings during reinstall.
4. Tighten any remaining hardware at this time.
5. Reinstall the drive shaft and torque caps to OE specs.
6. Reinstall the exhaust that was removed.