



GM 2nd-GEN F-BODY LS SWAP HEADERS Installation Instructions

1975-81 model years - 2295HKR, 2295-1HKR, 2295-3HKR, 2295-7HKR, 2296HKR, 2296-1HKR, 2296-3HKR, & 2296-7HKR

1970-74 model years - 2297HKR, 2297-1HKR, 2297-3HKR, 2297-7HKR, 2298HKR, 2298-1HKR, 2298-3HKR, & 2298-7HKR



Thank you for choosing HOOKER™ HEADERS to be part of your LS engine swap project. Your new 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:

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 balance and fit, Hooker headers and mounting components for 2nd-gen F-body LS swap applications are designed with a chassis-centered engine and transmission location, like GM 1st-gen F-bodies, 1968-74 Nova's, and other vehicles. The engine and transmission have also been located as low and rearward as possible to maximize vehicle handling performance. Using symmetrical aftermarket engine plates/brackets that retain the stock 3/8" offset and do not move the engine rearward (all existing current mounts except Hooker) will likely produce interference issues between these headers and the vehicle sub-frame.

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 also not compatible with aftermarket half-height body mounts, which decrease frame-to-body clearances.

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 /JACKSTANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.**

VEHICLE / ENGINE PREP AND INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove spark plugs wires from the spark plugs. Removal of the spark plugs is also recommended as a precaution by not required.
3. Remove the engine oil dipstick tube.
4. Using the automotive lift or floor jack, lift the entire vehicle or front of the vehicle 12" to 15" off the ground.
5. Load both headers into general position by slipping them under the vehicle and standing them up to rest between the engine and frame rails; prop the headers up with the ends of the collectors resting on the ground surface. Reposition yourself to work through the hood or top-side of the vehicle.
6. Reach down on either side of the vehicle and pull each header assembly up into its general installed position alongside the engine. Using the supplied header bolts and new or used stock GM exhaust manifold gaskets, attach the headers to the engine.
7. Repeat the same procedure for the opposite side header assembly.
8. Reinstall engine oil dipstick tube, spark plugs and spark plug wires as needed.
9. Re-connect 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:

HOOKETM: engine mounts, transmission cross members and 2.5" and 3" bolt-in exhaust systems.

Stock/Other: 1972 up clamshell engine mounts (when using Hooker mounting brackets), hydraulic or mechanical clutch linkage (custom Z-bar modification or fabrication required for manual clutch), factory AC evaporator case, straight boot spark plug wires, OE steering box Pitman arm on 1975-81 vehicles (1970-74 vehicles may need to convert Pitman arm, steering centerlink, and inner tie rod ends to those found on a 1979 Pontiac Trans AM for low-mount alternator compatibility), 4L60E (split case only)/4L65-4L75 automatic transmissions, T56 (GM LS only)/T56 Magnum manual transmissions, and QuicktimeTM T56/T56 Magnum bellhousings.