



1970-81 Camaro/Firebird Mid-length LS Swap Headers

2471HKR, 2471-1HKR, 2471-3HKR, 2471-7HKR, 2472HKR, 2472-1HKR, 2472-3HKR, & 2472-7HKR
Installation Instructions



Thank you for choosing 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:

These headers are designed to be systematically compatible with the Hooker engine mounts, transmission crossmember(s) and exhaust systems also developed for this application. These instructions were written with the assumption that you have already installed your engine and transmission with Hooker engine mounts and a transmission crossmember, per their instructions.

VEHICLE / ENGINE PREP:

1. Disconnect the negative cable from the vehicle battery.
2. Remove the spark plug wires from the engine.
3. Remove any existing exhaust manifolds or headers from the engine, if present.
4. These headers can easily be installed from under the hood if accessory drive components are not in place on the engine at the time of installation. If accessory drive components are in place on the engine, it is recommended that these headers be installed from under the vehicle to lessen the chance of scratching the paint/ceramic coating of the headers during installation.

CAUTION! If installing from under the vehicle, an automotive lift, or a jack and jack stands will be required to safely raise and support the vehicle. **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.**

HEADER INSTALLATION:

1. Position the left side header against the left side cylinder head through the engine compartment or from beneath the vehicle (see step 4 recommendation in "VEHICLE / ENGINE PREP" section above); attach to cylinder head using the supplied header bolts and a new or used stock GM exhaust manifold gasket.
2. Position the right side header against the right side cylinder head through the engine compartment or from beneath the vehicle; attach to cylinder head using the supplied header bolts and a new or used stock GM exhaust manifold gasket.

COMPATIBILITY INFORMATION:

Stock GM components-

These headers can only be installed with hydraulic-clutch manual transmissions (such as the TremecT56) and floor-mounted cable or column-shifted automatic transmissions using aftermarket rod linkage assemblies like those offered by Lokar™; not compatible with manual transmission mechanical clutch linkage or original equipment automatic transmission column shift linkage.

Designed header tube geometry is compatible with all 1970-81 A/C evaporator housings and stock LS engine spark plugs and straight-boot spark plug wires.

Hooker/Holley products-

These headers are an essential component of the Hooker/Holley LS swap system for 1970-81 GM F-body vehicles. Bolt-in connection to Hooker's **42501HKR** (2.5") or **42502HKR** (3") exhaust systems is accomplished by using the appropriate adapters as follows:

42102HKR adapters- connect 2471HKR, -1HKR, -3HKR, or -7HKR headers to Hooker **42501HKR** (2.5") exhaust system.

42103HKR adapters- connect 2472HKR, -1HKR, -3HKR, or -7HKR headers to Hooker **42502HKR** (3") exhaust system.

Holley's **302-1** LS swap oil pan and accessory drive components are compatible for installation with ALL Hooker LS engine mounts, transmission crossmembers, exhaust manifolds, headers and exhaust systems for this application.

Third-party products-

These headers are compatible for installation with a Quicktime™ LS/T56 bellhousing (hydraulic clutch version only).

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. HOOKER 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.