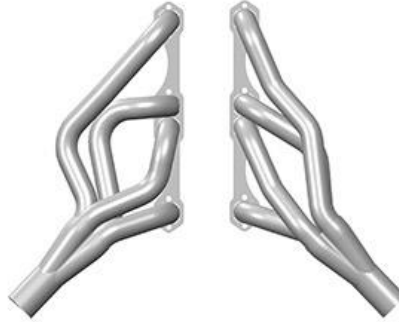




1967-69 GM F-BODY/1968-74 GM X-BODY SB CHEVY MID-LENGTH HEADERS
P/N 2475HKR (Black), 2475-1HKR (Ceramic), 2475-3HKR (Darkside), 2475-7HKR (Stainless)
P/N 2476HKR (Black), 2476-1HKR (Ceramic), 2476-3HKR (Darkside), 2476-7HKR (Stainless)
P/N 2477HKR (Black), 2477-1HKR (Ceramic), 2477-3HKR (Darkside), 2477-7HKR (Stainless)

Installation Instructions



Thank you for choosing to use HOOKER™ headers on your vehicle. 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:

- (12) 3/8-16 x 3/4" Header Bolts
- (2) Head Flange Gaskets
- (1) PS Pump Spacer

These headers were specifically designed to be installed with HOOKER™ 2.5" exhaust systems utilizing adapter tubes developed for these same applications. Installation of these headers with any other brand of exhaust system, while possible, will usually require cutting and/or welding for correct fit-up.

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

NOTE: These headers are compatible with half-height body mounts, the stock A/C evaporator case, stock power steering box, stock manual steering box and straight or angle plug cylinder heads.

NOTE: These headers are not compatible with the factory manual transmission Z-bar/linkage.

Although not required for installation, an automotive lift or a jack and jack stands may be used to safely raise and support the vehicle for the purpose of simplifying some of the installation steps to follow. **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.**

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove spark plugs wires from the spark plugs and remove the spark plugs from the driver side cylinder head.
3. Remove the engine oil dipstick tube.
4. Remove the alternator, A/C compressor and PS pump from the engine and the clutch Z-bar linkage from the frame if present.
5. Remove any existing headers/exhaust manifolds from the engine.
6. Carefully move the driver's side header into position for installation through the top of the engine compartment and install it onto the engine using the supplied gasket and header bolts.
7. Carefully move the passenger's side header into position for installation through the top of the engine compartment and install it onto the engine using the remaining gasket and header bolts.
8. Verify that there is a minimum of 3/4" clearance between bare fuel/brake lines on the right side frame rail and the right side header assembly and a minimum of 1/2" of clearance if you intend to wrap the lines with a heat wrap material; bend the lines as needed to

achieve the recommended clearance. It is also recommended that heat insulation material be used on any lines that come in close proximity to the header tubes, or that new fuel/brake lines be created that route the lines further away from the header tubes.

9. Reinstall engine oil dipstick tube and spark plugs/spark plug wires as needed.
10. Reinstall the PS pump using the included spacer tube if needed; see Figure A for reference.
11. Reinstall the A/C compressor and alternator using the optional accessory brackets shown in Figures B & C if needed.
12. Reconnect negative battery cable.

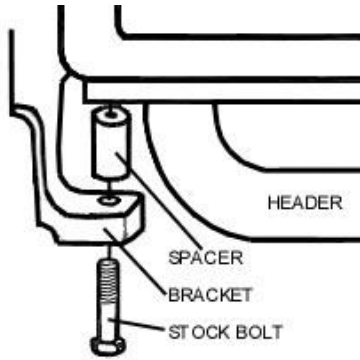


Figure A

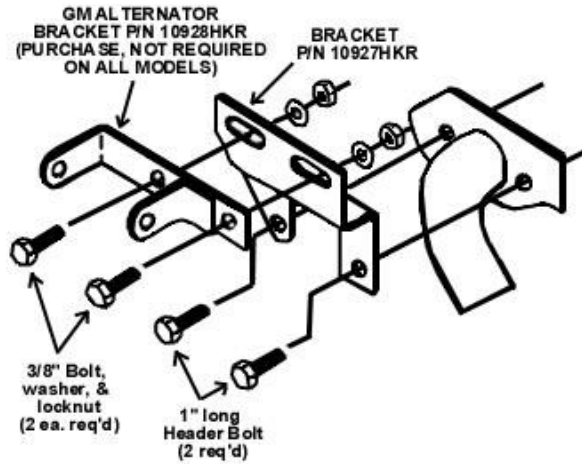


Figure B

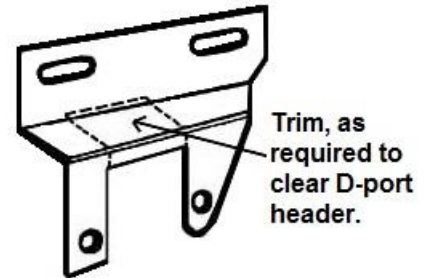


Figure C