



1978-88 GM A/G-BODY LS SWAP MID-LENGTH HEADERS
2480HKR, 2480-1HKR, 2480-3HKR, 2481HKR, 2481-1HKR, & 2481-3HKR
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 and compatibility of these components with other popular aftermarket components.

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. The neutral-safety mechanism for these cars is located within the steering column and is operated by the mechanical rod link to the steering column that is present on both the column-shift and floor-shift versions of these vehicles. It is advised that you maintain the functionality of this safety feature through modifications to the stock rod/linkage, or by adapting the neutral-safety switch mounted on your transmission, if present, into your vehicle wiring harness. Failure to follow this advice may result in serious bodily harm or injury to yourself or others.

NOTE: These headers are geometrically/functionally compatible with GM TH350, TH400, 700R4, 2004R, 4L60-4L75 and 4L80E/4L85E transmissions (installation with a 4L80E/4L85E transmission will require trimming to the bellhousing to provide installation clearance). These headers are also geometrically/functionally compatible with OE LS 4th-gen F-body/GTO Tremec T56 and aftermarket T56 Magnum manual transmissions.

NOTE: Bolt-in installation of these headers, with the related Hooker 2.5" and 3" exhaust systems also developed for this application, is achieved through the use of Hooker **42112HKR** (2.5") and **42113HKR** (3") adapter tube kits. Left and right side located O2 bungs are provided in both of these adapter kits.

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.**

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 be bolt-in compatible with the related HOOKER™ exhaust systems also available for this application.

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

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove the spark plug wires.
3. Remove the engine oil dipstick tube.
4. Remove any transmission linkage present between the transmission and steering column.
5. If installing these headers with a 4L80E transmission, use a hack-saw or reciprocating saw and trim the outer-most tip of the bellhousing on the right side of the transmission. Trim it so that the transmission case is even with the torque converter inspection cover and file it smooth.
6. Starting with the driver's side header assembly, maneuver it into place on the left side of the engine and attach it using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
7. Maneuver the passenger's side header assembly into position on the right side of the engine and attach it using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
8. Reinstall all previously removed parts.
9. Reconnect battery if previously disconnected.
10. Install a Hooker 42112HKR(2.5") or 42113HKR (3") adapter tube kit at this time to provide direct connection to Hooker exhaust systems available for this application, or an effective down-leg assembly which includes O2 bungs.