

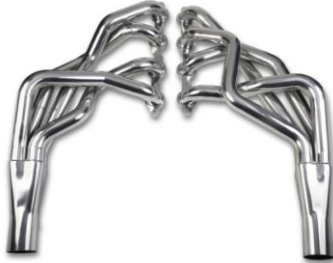


1967-69 GM F-BODY/1968-74 GM X-BODY LS SWAP FULL-LENGTH HEADERS

304SS

70101307-RHKR (Raw) – 1 3/4"

70101308-RHKR (Raw) – 1 7/8"



Thank you for choosing to use 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:

Check that the hardware package includes the following:

Qty.	Description
12	M8 x 1.25 header bolts

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 fitment and overall component clearances, HOOKER™ headers and mounting components for this LS swap application are designed with a chassis-centered engine and transmission location, which varies only slightly from the original minor passenger side offset used by GM. The engine and transmission have also been positioned to enable hassle-free installation and to promote good vehicle handling performance. The unique design geometry of these headers requires the use of a HOOKER™ 12618HKR clamshell-style engine mounting bracket kit and Anchor brand P/N 2292 (or equivalent) engine mounts to achieve as-designed vehicle component (stock steering box, steering linkage, etc.) and ground clearances. Use of the stock frame stands/mounts with typical swap plates will not provide the engine positioning necessary for achieving successful installation of these Hooker headers."

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 installable with half-height body mounts but collector-to-floor clearances should be expected to be tight and roughly half of the intended 1" clearance designed into the headers if you intended to use a HOOKER™ transmission crossmember to provide transmission support, maximum exhaust routing clearance and an optimized engine inclination angle. Note that the use of a HOOKER™ transmission crossmember with half-height body mounts is not possible without raising the height of the stock floor pockets located above the exhaust-hump arches of the crossmember.

NOTE: Due to the 3/4" to 1" forward re-positioning of the transmission required for proper fitment of these headers, it will be necessary to lengthen any driveshaft to be reinstalled from a previous stock transmission location installation. This presents an opportunity to increase the size of your driveshaft to 3" or 3.5" diameter for increased strength and RPM capabilities.

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.**

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove spark plugs wires from the spark plugs. Removing the spark plugs is also recommended as a precaution, but not required.
3. Remove the engine oil dipstick tube.
4. Using an automotive lift or floor jack, lift the entire vehicle or front of the vehicle a minimum of 12" to 15" off the ground.
5. Starting with the driver's side header assembly, maneuver it into place between the engine and subframe through the bottom of the vehicle. To accomplish this, you will need to raise the front of the engine with a hoist, or jack the engine over to the right side with a floor jack. If using the floor jack method, remove the right side valve cover to prevent damage to the A/C evaporator housing, if present.
6. Maneuver the passenger's side header into position between the engine and subframe through the bottom of the vehicle; no engine lifting or jacking is required for this step.
7. Reinstall engine oil dipstick tube, spark plugs and spark plug wires, as needed.
8. Reconnect 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:

- **HOOKER™:** proprietary clamshell-style engine mounting brackets, transmission crossmembers and exhaust systems for this application. These headers are directly connectable to the HOOKER™ **42504HKR** 3" exhaust system and can be installed with the **42503HKR** 2.5" exhaust system by using a **42107HKR** adapter tube kit, which is sold separately. The 42503HKR and 42504HKR exhaust kits are designed specifically to fit 1967-69 F-body vehicles and are not intended for installation on 1968-74 X-body cars, which have a higher floor pan contour and 3" longer wheelbase.
- **Holley®:** LS swap oil pans (only pan number 302-2 installs without having to notch the engine crossmember), accessory drive brackets, EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers.
- **Stock/Other:** Stock GM 1972-up clamshell engine mounts (when using HOOKER™ mounting brackets and Anchor brand P/N 2292 or equivalent), Quicktime™ T56 bellhousing (hydraulic clutch only), factory AC evaporator case, straight boot spark plug wires, OE power steering box, multiple GM/Tremec™ transmissions: Powerglide, TH350, TH400, 700R4, 2004R, 4L60-4L75 automatics and T56 (4th-gen F-body)/ T56 Magnum manual transmissions. Installation with a 4L80/4L85 automatic transmission will require slight grinding/clearancing of the transmission bellhousing.

NOTE: These headers are not intended to fit with original frame stand and LS swap plate style mounts, or with any style of engine mounts that do not place the engine in the stock fore/aft position and move the transmission approximately ¾"-1" forward to mate up with it.