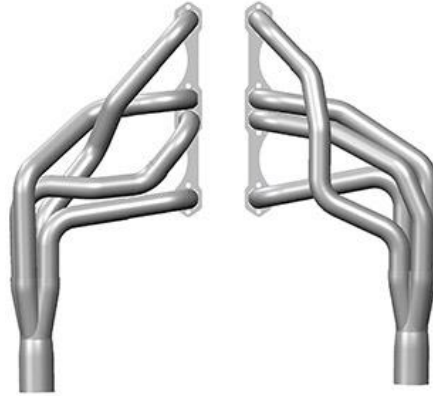




**1967-69 GM F-BODY/1968-74 GM X-BODY  
SB CHEVY STAINLESS STEEL FULL-LENGTH HEADERS  
70101330-RHKR, 70101331-RHKR, 70101332-RHKR, 70101333-RHKR, & 70101334-RHKR  
Installation Instructions**



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:

Qty.	Description
12	3/8-16 x 3/4" Header Bolts
2	Head Flange Gaskets
2	O2 Bung Plugs
1	PS Pump Spacer

These headers were specifically designed to be installed with HOOKER™ 3" exhaust systems developed for these same applications. Installation with Hooker 2.5" exhaust systems will require the use of a Hooker 70701325-RHKR reducer kit. 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 installable with half-height body mounts but collector-to-floor clearances should be expected to be tight and roughly half of the intended collector-to-floor clearance designed into the headers.
- NOTE:** These headers are compatible with the factory manual transmission Z-bar/linkage, stock A/C evaporator case, stock power steering box, stock manual steering box, and straight or angle plug cylinder heads.
- NOTE:** Installation of these headers requires repositioning of the stock fuel lines attached to the right side frame rail on some vehicles. This procedure will be explained later within the installation text.

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 /JACK STANDS 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 the driver side engine mount through-bolt and any existing headers/exhaust manifolds from the engine.
6. 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.

7. Using a floor jack or engine hoist, jack the driver side of the engine up away from the steering box and towards the passenger side of the vehicle.
8. Move the driver side header into position for installation through the bottom of the vehicle and slowly lower the engine back down onto the frame stand.
9. Install the driver side header onto the engine using the supplied gasket and header bolts and then reinstall and tighten the engine mount through bolt.
10. Remove the bolts attaching the fuel line retaining clips to the right side frame rail and flip the position of the clips 180 degrees from their stock orientation; pull and bend the fuel lines upward until you can easily reinstall the clip retaining bolts in their original holes. See **Figures A, B, C** and **D** for reference.
11. Move the passenger 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.
12. 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.
13. Reinstall engine oil dipstick tube, spark plugs/spark plug wires and clutch Z-bar as needed.
14. On manual transmission applications, reposition the clutch release rod to the inside surface of the Z-bar lever (**Figure E**).
15. Reinstall the PS pump using the included spacer tube if needed (**Figure F**).
16. Reinstall the A/C compressor and alternator using the optional accessory brackets shown in **Figures G & H**, if needed.
17. If using, install and connect O2 sensors. If not, install the included plugs.
18. Reconnect negative battery cable.



Figure A - before

Figure B - after

Figure C - before

Figure D - after

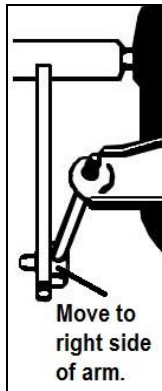


Figure E

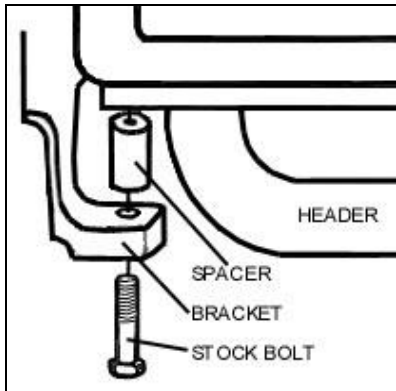


Figure F

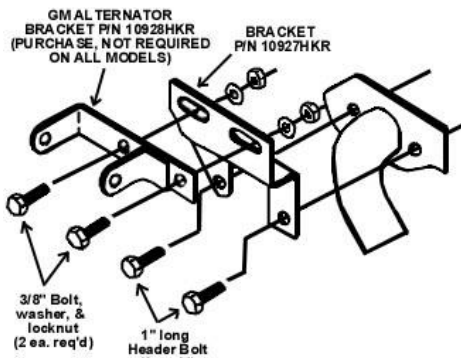


Figure G

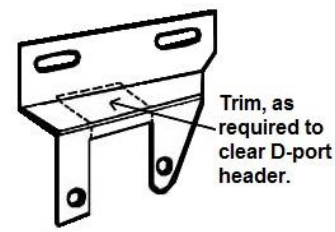


Figure H

**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.

HOOKER™ 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.