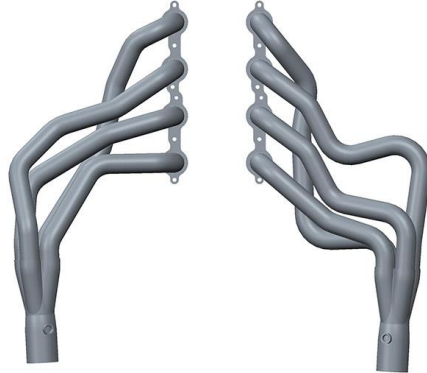




1978-87 GM G-BODY LS SWAP FULL-LENGTH HEADERS

70101505HKR, 70101505-1HKR, 70101505-3HKR, 70101506HKR, 70101506-1HKR, & 70101506-3HKR
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.

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, 4L60-4L70 and 4L80E/4L85E transmissions (installation with a 4L80E/4L85E transmission may require trimming of the manufacturing index tabs cast into the bellhousing). These headers are also geometrically/functionally compatible with OE LS 4th-gen F-body/GTO Tremec T56 and aftermarket T56 Magnum manual transmissions.

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 are designed for successful installation and optimized vehicle component and ground clearances only when used in conjunction with a Hooker LS swap 12643HKR engine mounting bracket kit AND 12644HKR transmission crossmember. These headers are not designed for use with any other type or brand of LS swap mounting components.

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

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery, if connected.
2. Remove spark plugs wires from the spark plugs then remove the spark plugs from the engine.
3. Remove the engine oil dipstick tube.
4. Remove the starter motor.
5. Remove any transmission linkage present between the transmission and steering column.
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 and secure it on jack stands in this raised position.
7. Remove the long horizontal coupler bolts from the engine brackets prior to the lifting operation (if they are installed). Use an engine hoist chained to the front of the engine, or floor jack and block of wood placed under the oil pan and raise the engine up off the mounts as far as possible.
8. Maneuver the driver's side header into place through the bottom of the vehicle and loosely attach it to the engine using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
9. Maneuver the passenger's side header into position through the bottom of the vehicle and attach it to the engine using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
10. Lower the engine back down onto the mounts and install the remainder of the supplied header flange bolts before proceeding to tighten them all.
11. Reinstall all previously removed parts.
12. Install the O2 sensors into bungs (if using). Install the O2 plugs (user supplied) if not using O2 sensors.
13. Reconnect the battery if previously disconnected.

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.

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.