



1964-67 GM A-BODY LS SWAP MID-LENGTH HEADERS
70201311-RHKR (1-3/4") & 70201312-RHKR (1-7/8")
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: May 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.

NOTE: These headers are geometrically/functionally compatible with GM TH350, TH400, 700R4, 2004R, 4L60-4L70 and 4L80E/4L85E transmissions (installation with any transmission other than a 4L60-4L70 or T56/T56 Magnum will require trimming their bellhousing sides flush with the sides of the engine block 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 **70701326-RHKR** (2.5") and **70701327-RHKR** (3") adapter tube kits. Left and right side located O2 bungs are provided in both of these adapter kits.

NOTE: The factory brake proportioning valve and lines may have to be relocated, depending on the engine brackets used and the factory proportioning valve present on the car (three different valves have been noted to have been used as factory equipment).

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 /JACK STANDS 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, (when used with the Hooker **71221008HKR** forward-bias brackets only) and any LS or Vortec truck starter.

Stock OE spark plug wires are not compatible with the bend geometry of these headers; aftermarket angled-boot spark plug wires must be used.

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 any transmission other than a 4L60-4L70 or T56/T56 Magnum, use a hack-saw or reciprocating saw and trim the bellhousing on both sides of the transmission flush with the sides of the engine block and file/grind the edges smooth.
6. Starting with the driver's side header assembly, maneuver it into place from the top left side of the engine and attach it to the cylinder head using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
7. Maneuver the passenger's side header assembly into position from the top right side of the engine and attach it to the cylinder head using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
8. Reinstall all previously removed parts except spark plug wires if stock; replace stock wires with angled-boot wire set.
9. Reconnect battery if previously disconnected.
10. Install a Hooker **70701326-RHKR** (2.5") or **70701327-RHKR** (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.

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.