



## 1964-67 GM A-BODY\* EXHAUST SYSTEMS

\*Excluding station wagon models

70501310-RHKR (2.5") & 70501311-RHKR (3")

### Installation Instructions



Front over-axle hangers

Rear tailpipe hangers (left & right)

Thank you for choosing to install a HOOKER™ exhaust system on your 1964-67 GM A-body vehicle. Although these systems have been specifically developed for direct fitment with HOOKER™ LS swap components for these applications, they will provide equally beneficial fitment, function, and service life with other non-Hooker LS swap headers or non-LS engine equipped A-bodies through modification of the system inlet tubes, or construction of new ones, by a competent fabricator.

### PRE-INSTALLATION CONSIDERATIONS:

Check that the hardware package includes the following:

70501310-RHKR	
Qty.	Description
2	Tailpipe Hanger Brackets
1	Left Muffler Hanger Bracket
1	Right Muffler Hanger Bracket
2*	5/16 x 1.25" Body Bolts
4*	1/4-20 x .75" Bolt
4*	1/4-20 Flanged Head Nut
4*	1/2-13 x 1.75" Cap Screw
4*	1/2-13 Locking Nut
4*	1/2" Washer
4*	Rubber Isolators
10*	2.5" Band Clamps

70501311-RHKR	
Qty.	Description
2	Tailpipe Hanger Brackets
1	Left Muffler Hanger Bracket
1	Right Muffler Hanger Bracket
2*	5/16 x 1.25" Body Bolts
4*	1/4-20 x .75" Bolt
4*	1/4-20 Flanged Head Nut
4*	1/2-13 x 1.75" Cap Screw
4*	1/2-13 Locking Nut
4*	1/2" Washer
4*	Rubber Isolators
10*	3" Band Clamps

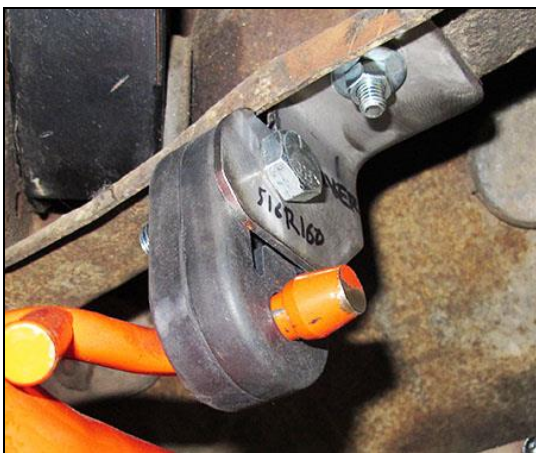
\*Items not shown in photos above

**IMPORTANT!** Position and support your vehicle on a suitable surface. **USE CAUTION AND WORK ONLY ON A LEVEL SURFACE USING JACKS AND JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.** Use of a two-post under arm lift or four-post drive-on lift will considerably reduce the time and effort required to complete the installation. **MAKE SURE LIFT LOCKS ARE ENGAGED BEFORE WORKING UNDER THE VEHICLE.**

## **INSTALLATION:**

**NOTE:** The following steps assume that you are installing the system using HOOKER™ LS swap mounting components and long-tube headers or mid-length headers and adapters already in place on the vehicle. If you are performing an installation of this system without utilizing these products, install all system components from the “X” crossover rearward. Then, adjust them for best fitment with the bottom of the floor panels and sufficient clearances around all suspension, fuel, and brake components. Do all this before modifying the included HOOKER™ inlet tubes, or fabricating new inlet tubes to be compatible with the geometry of your headers and transmission crossmember.

1. Remove all existing exhaust system components from the vehicle, including any stock or previously added hangers along the entire length of the exhaust system.
2. Raise and support the vehicle in a manner that allows full drop of the rear axle/suspension.
3. Place a supplied band clamp over each inlet of the crossover assembly and insert the supplied inlet tubes (right side tube has a single bend in it) into the crossover assembly.
4. Position a supplied clamp over the open end of each inlet tube and install the entire assembly onto the collectors of a previously installed set of HOOKER™ LS swap full-length headers, or the outlets of HOOKER™ adapter tubes already attached to a set of HOOKER™ mid-length headers or Hooker LS swap cast iron exhaust manifolds.
5. Place a supplied clamp over one end of each muffler and install the mufflers onto the outlets of the crossover assembly. To ensure proper final adjustment, tighten the clamps only enough to maintain the general position of the mufflers at this time.
6. Using the included 5/16” body bolts, attach the included left and right front over-axle hanger brackets to the bottom flange of the vehicle frame crossmember in front of the rear axle. Use two factory hanger holes located along the bottom edge of the crossmember for attachment. See **Figures 1 & 2** for proper bracket orientation.



**Figure 1 – Left over-axle hanger bracket**



**Figure 2 – Right over-axle hanger bracket**

7. Feed the supplied over-axle tubes over the front side of the axle and place a supplied clamp over the inlet of each before engaging them into the muffler outlets. To ensure correct adjustment later, do not tighten the clamps more than what is required to hold basic component positions at this time.
8. Install one supplied rubber isolator onto the barbed hanger rods of each over-axle tube and connect the other end of the isolators to the installed hanger brackets using one each of the supplied 1/2 bolts, washers, and nuts for each bracket. The washers are to be installed directly against the outer faces of the isolators. See **Figures 1 & 2** again for visual clarification.
9. If installing the system on a 1966 or 67 Chevelle, attach the tailpipe hanger brackets to the frame rails, using the supplied 1/4” nuts/bolts, at the location of the vertically stacked 1/4” factory holes located just in front of the bumper bracket. Now place the two remaining rubber isolators onto the tailpipe hanger rods and attach them to the hanger brackets on the frame with the remaining supplied 1/2” bolts. See **Figures 3 & 4** for proper bracket orientation.



**Figure 3 – Left tailpipe hanger bracket**



**Figure 4 – Right tailpipe hanger bracket**

10. If installing the system on any A-body other than a 1966-67 Chevelle, attach the remaining rubber isolators to the tailpipe brackets with the remaining supplied 1/2" bolts/nuts/washers and then slide the assembled hangers onto the hanger rods on the tailpipes. Clamp the hanger brackets to the frame rails with C-clamp style locking pliers in a location on each frame rail that provides the desired equal exit height of the tailpipes under the bumper; mark the location of the attachment holes in the brackets onto the frame rails and drill two 1/4" holes in each frame rail in those locations using an 90° angle head drill motor.
11. After drilling the holes, attach the tailpipe hanger brackets to the frame rails using the remaining supplied 1/4" bolts/nuts and washers.
12. Tighten the band clamps enough to hold them in place on the slip-connectors, but not so tight as to prevent component adjustment.
13. Align all system components for best fit and fully tighten all clamps. The rear tailpipe hanger attachment holes are slotted specifically to allow fine adjustment of the tailpipe tip exit heights. Pay particularly close attention to the clearances between the over-axle tubes and the rear suspension upper control arms and coil springs. This is especially important when installing the 3" system to prevent component interference and unwanted noises.