

PART NO. 12606**CHEVY LUV V8 CONVERSION KIT**

- NOTE:**
1. THIS CONVERSION KIT IS TO BE USED TO INSTALL A SMALL BLOCK CHEVY V8 WITH SIDE MOUNT ENGINE MOUNTS INTO A CHEVY LUV PICKUP.
 2. USE HOOKER TRANSMISSION MOUNT PART NO. 12630 WITH TURBO-HYDROMATIC 350, ALUMINUM CASE POWER GLIDE, B-W, SAGINAW, OR MUNCIE 4 SPEED.
 3. USE HOOKER HEADERS PART NO. 2140.
 4. ON VEHICLES TO BE EQUIPPED WITH MANUAL TRANSMISSION AND CABLE CLUTCH LINKAGE, USE A CLUTCH CABLE BRACKET
 5. DUE TO SPACE LIMITATIONS SOME TYPE OF REMOTE OIL FILTER SYSTEM IS RECOMMENDED.

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A V8 CONVERSION KIT. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR ENGINE MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER V8 CONVERSION KIT.

BEFORE STARTING

YOUR VEHICLE MUST BE RAISED A MINIMUM OF 36 INCHES. A FLOOR HOIST IS IDEAL. IF NO HOIST IS AVAILABLE, WE STRONGLY URGE THE USE OF AXLE STANDS AS A SAFETY MEASURE. **CAUTION!** YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK. A GOOD ENGINE HOIST IS ALSO NECESSARY TO INSTALL AND POSITION ENGINE FOR THIS INSTALLATION.

INSTALLATION PROCEDURE - PLEASE READ CAREFULLY

1. REMOVE HOOD, MARK ALL WIRES, HOSES, CABLES, ETC. REMOVE RADIATOR, STOCK ENGINE AND TRANSMISSION. CUT OLD FRONT ENGINE MOUNT PADS FROM FRAME.
2. BOLT ON REAR TRANSMISSION MOUNT (SEE NOTE 3) TO FRAME OF VEHICLE AS PER INSTRUCTIONS. REAR MOUNT WILL POSITION ENGINE ON FRAME. USE A 1968-77 CAMARO TRANSMISSION MOUNT.
3. REMOVE ALL LINES, WIRES, CABLES AND HOSES FROM FIREWALL OF VEHICLE. MODIFY FIREWALL AS SHOWN IN ILLUSTRATION 'A'. IT WILL BE NECESSARY TO CHANGE AND REPOSITION IDLER PULLEY FOR EMERGENCY BRAKE CABLE ATTACHED TO FIREWALL. SEE ILLUSTRATION 'B'.
4. A CHEVY Z-28 OIL PAN MUST BE INSTALLED FOR ADDITIONAL CLEARANCE IN THE AREA OF THE FRONT CROSSMEMBER.
NOTE: DO NOT MODIFY FRONT CROSSMEMBER FOR CLEARANCE.
5. USE 1968-77 CAMARO FRONT ENGINE MOUNTS TO ATTACHED FRAME PADS SUPPLIED IN CONVERSION KIT TO ENGINE.
NOTE: IF A MANUAL TRANSMISSION IS TO BE INSTALLED AND HOOKER CLUTCH CABLE BRACKET IS TO BE USED, IT WILL BE NECESSARY TO BUY AND INSTALL A 1975-77 MONZA V8 BELLHOUSING AND THROW OUT BEARING ARM. IF A HYDRAULIC CLUTCH ASSEMBLY IS TO BE USED, REPLACE STOCK MASTER CLUTCH CYLINDER WITH A CHEVY TRUCK SLAVE CYLINDER #EW3447 EIS PART NO. FABRICATE A BRACKET TO BOLT SLAVE CYLINDER AS CLOSE TO STOCK BELLHOUSING AND IN A STRAIGHT LINE WITH THROW OUT BEARING ARM. SOME TYPE OF ADJUSTABLE ROD MUST BE INSTALLED BETWEEN SLAVE CYLINDER AND THROW OUT BEARING ARM.
6. INSTALL ENGINE AND TRANSMISSION INTO TRUCK. USING REAR TRANSMISSION MOUNT TO LOCATE FRONT TO REAR CHECK TO SEE THAT ENGINE IS LEVEL FROM SIDE TO SIDE AND CENTERED IN ENGINE COMPARTMENT. ONCE ALL THESE CHECKS ARE COMPLETED WELD FRAME PAD TO FRAME. SEE ILLUSTRATION 'C'.
NOTE: IF VEHICLE MUST BE MOVED TO BE WELDED DRILL 1/4" PILOT HOLES THROUGH FRAME PADS AND BOLT ENGINE DOWN WITH SELF-TAPPING SCREW SUPPLIED. THIS PROCEDURE IS TO BE USED ONLY TO TEMPORARILY LOCATE ENGINE. UNDER NO CIRCUMSTANCES SHOULD VEHICLE BE OPERATED UNDER ITS OWN POWER UNTIL PADS ARE SECURELY WELDED TO FRAME! DUE TO VARIATIONS IN MANUFACTURING TUBE L-1 MAY TOUCH LEFT MOTOR MOUNT. GRIND RUBBER ON MOUNT FOR ADDITIONAL CLEARANCE.
7. THE STOCK RADIATOR WILL NEED TO BE RECORED AND REPOSITIONED. (A 1972-74 CHEVY LUV RADIATOR WILL ACCEPT A 4 TUBE CORE.) IT WILL BE NECESSARY TO CUT CENTER PIECE OF SUPPORT OUT, TRIM PANEL FOR RADIATOR CLEARANCE AND FABRICATE A NEW CORE SUPPORT. SEE ILLUSTRATION 'D'. ALSO DUE TO LIMITED CLEARANCE, AN EARLY WATER PUMP AND CRANK SHAFT SINGLE GROOVE PULLEY MUST BE USED (SHORT SHAFT). POSITION RADIATOR SO THAT IT WILL CLEAR CROSSMEMBER. DRILL NEW HOLES AND ATTACH. A 13" 5 OR 6 BLADE FAN IS SUGGESTED FOR COOLING.
8. INSTALL THROTTLE CABLE AND PEDAL ASSEMBLY. A 1965-77 FORD OR 1968-77 CAMARO ASSEMBLY IS SUGGESTED.
9. IF HOOKER CLUTCH CABLE BRACKET PART NO. 10943 IS USED, INSTALL AS PER INSTRUCTIONS AT THIS TIME. IF HYDRAULIC CLUTCH IS USED, BE SURE TO INSTALL FLEX HOSE BETWEEN MASTER AND SLAVE CYLINDER, BLEED SYSTEM, CHECK TO MAKE SURE BRACKET FOR SLAVE CYLINDER DOES NOT FLEX, THERE ARE NOT LEAKS AND NO BINDING IN LINKAGE.
10. A HEAVY DUTY REAR END IS RECOMMENDED SUCH AS A 10 BOLT CAMARO. THE DRIVE SHAFT WILL NEED TO BE MODIFIED. HOOK UP ALL WIRES, HOSES, CABLES AND LINKAGES. CHECK TO SEE THAT ADEQUATE CLEARANCE EXISTS BETWEEN ALL WIRES AND BRAKE LINES. CHECK ALL BOLTS FOR TIGHTNESS.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-800-464-6553.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER,

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