



**2010-11 Chevrolet Camaro V6, 3.6L
Blackheart Long Tube Headers
70101314-RHKR
Installation Instructions – 199R10863**



Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your HOOKER HEADER exhaust system.

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. Please read these instructions in their entirety before attempting installation.

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.

INCLUDED HARDWARE:

P/N	Qty.	Description
556R26	2	Exhaust Coupler, 2.5", 409SS Torca
271R1123A	2	Chevy Front O2 Sensor Extension 12" Length
217R2	4	Cable Ties

Check the hardware package. If anything is missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

NOTE: These Blackheart Long Tube Headers will ONLY work with the Blackheart RACE ONLY Exhaust System (P/Ns 70501330-RHKR or 70501331-RHKR).

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery.
2. Lift the vehicle and secure on jack stands.
3. Remove OE exhaust system. Refer to the Blackheart Race Exhaust (not included) installation instruction sheet.
4. Remove (x4) left and right side O2 sensors secured before and after the catalytic converters.
5. Remove the OE exhaust manifold heat shields by removing (x6) 10mm head bolts.
6. Remove (x4) 15mm head nuts securing the left and ride side catalytic converters off the OE exhaust manifolds.
7. Remove (x1) 10mm head bolt securing the engine oil dipstick bracket to the engine. Remove the engine oil dipstick by pulling straight up (Take care as there is an O-ring gasket sealing the engine oil dipstick to the engine).
8. Remove (x14) 13mm head bolts securing the left and right side OE exhaust manifolds to the engine. Remove OE exhaust manifolds.
9. Disconnect the left and right side post O2 sensors off the wire harness. These will not be re-used.
10. Disconnect the left and right side pre O2 sensors off the wire harness and install the 12" length O2 sensor extension wires to both the left and right side pre O2 sensors.
11. Bend the wire harness bracket towards the front of the vehicle around the AC compressor. This will get the wire harness away from the header tube. You will need a minimum of 1.0" clearance from the wire harness to the header tube. See **Figure 1**.

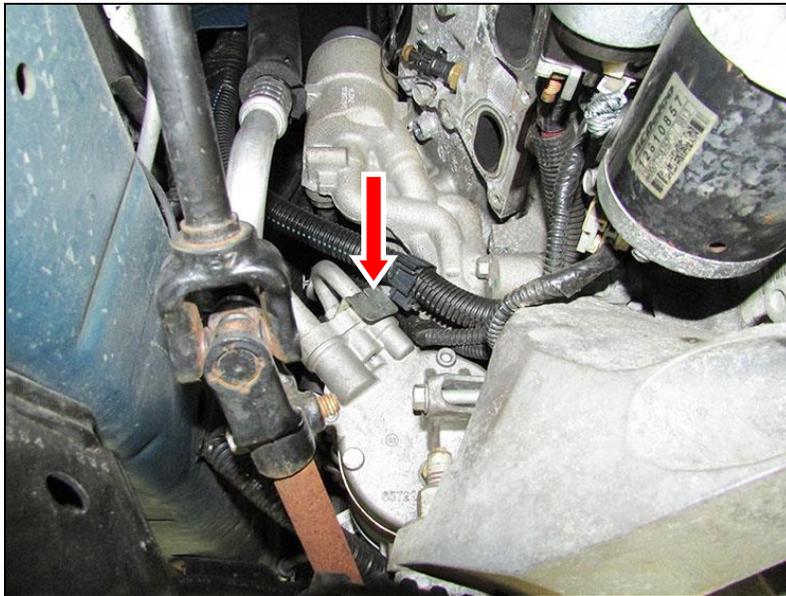


Figure 1

12. Using the original gasket (replace if necessary), starter heat shield and (x7) 13mm head bolts removed from step 8, install the left side Blackheart Long Tube Header. Tighten starting with the middle and working your way out.
13. Using the original gasket (replace if necessary) and (x7) 13mm head bolts removed from step 8, install the right side Blackheart Long Tube Header. Tighten starting with the middle and working your way out.
14. Install the left and ride side extended pre O2 sensors onto the Blackheart Long Tube Headers and tighten.
15. Install the engine oil dipstick using the original hardware from step 7 and tighten.
16. Using (x4) supplied cable ties, secure the left and right side extended O2 sensor wires. Ensure that they are free and clear of heat and/or moving parts.

17. Using (x2) supplied 2.5" Torca clamps and (x2) supplied adapter pipes, install them onto the Blackheart Long Tube Headers. Do not tighten the clamps.
18. Install the Blackheart Race Exhaust (not included) and refer to the installation instruction sheet for this step.
19. Align the Blackheart Exhaust System including the left and right side tips to your desired position and tighten ALL clamps including the Torca clamps from step 17.
20. Connect the battery, start the engine, and check for leaks.
21. Re-check your work.
22. Remove the jack stands and lower the vehicle.
23. After 150 miles, re-check and tighten all bolts and clamps.

NOTE: It is normal for the Blackheart Complete Exhaust System to emit smoke for the first few minutes during break-in period.

Recommended: The Blackheart Long Tube Headers WILL emit a check engine light. We recommend using a tuner to turn off the CEL and for optimum performance.

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 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.

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