



**1964-67 GM A-BODY LS ENGINE SWAP HEADERS  
70101335-RHKR (1-3/4") & 70101336-RHKR (1-7/8")  
Installation Instructions**



Thank you for purchasing/using a Hooker brand product. These headers are part of the complete Hooker LS engine swap solution for 1964-67 GM A-body vehicles. These instructions have been written with the assumption that you have already installed an LS engine and transmission into your A-body vehicle using associated Hooker engine mounting brackets.

Automotive work can be dangerous. Work only on a clean, dry and level surface and use lifting/supporting equipment specifically designed for automotive work. If you are unsure of your capability, or that of your equipment, seek professional assistance to install these components.

These headers are designed for off-road/competition use only and carry no CARB E.O. exemption to permit legal installation/use on pollution controlled motor vehicles.

**NOTE:** An O2 bung is included on each header collector for providing O2 sensor compatibility/operation. The beyond-horizontal clocked position of the bungs will provide reliable use of wide-band O2 sensors, if desired. Trimming the 4L80/4L85 transmission case bell housing inspection cover mounting flanges, and the cover itself, flush with the sides of the LS engine will reduce the effort required to R&R these transmissions from the vehicle in the future. At a minimum, the tip of the left side ears of the bellhousing and inspection cover of 4L80/4L85 transmissions will need to be trimmed off (approximately 3/4") to provide compatibility with these headers.

**NOTE:** Aftermarket angled or flexible boot spark plug wires are required to be used with these headers to obtain adequate tube/plug wire clearances.

**BEFORE BEGINNING:**

Check that the hardware package includes the following:

Qty.	Description
12	M8 x 1.25 Header Bolts

If you are missing any hardware, please contact Technical Support at 1-866-464-6553 or 270-781-9741.

**INSTALLATION:**

1. Disconnect the negative terminal on the battery, if connected.
2. Remove the starter, spark plug wires, spark plugs, and engine oil dipstick/tube from the engine.

3. Working from the bottom of the car, feed the left side header assembly into place alongside the left side cylinder head. Place a stock (new or used) GM multi-layer steel manifold gasket between the header assembly and cylinder head. Attach the header assembly to the cylinder head with (x6) supplied header bolts. Tighten the bolts to approximately 15 ft./lbs.
4. Working from the bottom of the car again, feed the right side header assembly into place alongside the right side cylinder head. Place a stock (new or used) GM multi-layer steel manifold gasket between the header assembly and cylinder head. Attach the header assembly to the cylinder head with (x6) supplied header bolts. Tighten the bolts to approximately 15 ft./lbs.
5. Reinstall/re-connect the starter, spark plugs, plug wires, engine oil dipstick/tube, and negative battery cable.

### **COMPATIBILITY INFORMATION:**

These headers are installable/compatible with all GM TH350, TH400, 700R4, 2004R, 4L60E-4L70E and 4L80E/4L85E automatic or Tremec OE LS 4<sup>th</sup>-gen F-body T56 and aftermarket T56 Magnum manual transmissions.

These headers are designed for installation with Hooker Blackheart LS engine swap brackets and 2.5" and 3" dual exhaust system co-developed for this vehicle application. Factory column shift linkage may require modifications to enable compatibility with these headers; an aftermarket column shift linkage rod, such as those available from Lokar, may be preferable/required for use in column-shift applications.

### **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.

**Technical Service: 1-866-464-6553**

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