



**2010-2015 Camaro 6.2L-V8, 304SS, 1 7/8" Shorty Headers
70301301-RHKR
Installation Instructions
C.A.R.B. EO# D-115-20**



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 18 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 and understand these instructions and disclaimer 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:

Accessory Pack Contents:		
P/N	Qty.	Description
505R21	12	8mm x 1.25 x 25mm Header Bolts

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

PARTS LIST:
1 - Left Shorty Header
1 - Right Shorty Header
1 - Accessory Kit (bolts listed above)

PARTS REQUIRED:
45° Spark Plug Wire Set (Holley P/N 561-100 or equivalent)

TOOLS NEEDED:	
3/8 Socket Wrench	13mm Socket
24" Extension or equivalent	13mm Combination Wrench
3/8 Drive Universal	6" length 1/4" Vacuum Hose
15mm Deep Socket	Spray Lube (WD-40®)
15mm Socket	5/8 Spark Plug Socket w/ wrench flats
15mm Combination Wrench	Correct Wrench to fit Spark Plug Socket
Flashlight	4" 3/8 Drive Extension
1/4" Drive 13mm Socket	1/4" Drive Socket Wrench

IMPORTANT! Please read and understand instructions before attempting installation.

PRE-INSTALLATION:

1. Place vehicle on flat solid surface set parking brake and block front wheels.
2. **Disconnect the negative terminal of the battery.** Lift the vehicle and support with jack stands.
3. Lift the vehicle and support with jack stands.

4. Straighten the front wheels and lock steering column.
5. Soak studs on catalytic converter with penetrating oil or WD-40®.

REMOVAL OF OEM EXHAUST MANIFOLDS & CATALYTIC CONVERTERS:

1. Loosen the 15mm nuts securing the couplers that connect the exhaust system to the catalytic converters, pull back locking tabs and slide the coupler away from the stop.
2. Unplug the left and right pre-catalyst and post-catalyst O2 sensors. Take care not to damage the locks on the connectors.
3. Remove 15mm nuts securing the catalytic converters to the exhaust manifolds, use long extension and universal from the engine bay with good quality deep well socket. Remove the catalytic converters from the bottom.
4. Remove the spark (x8) plugs and wires.
5. Remove the bolt securing the dipstick tube to the cylinder head (15mm socket). Remove the dipstick.

NOTE: Take a digital photograph (or a good mental picture) of how the tube is routed, it will make re-installation a lot easier.

6. Remove the (x6) bolts (13mm socket) that attach **EACH** exhaust manifold to the cylinder head. Carefully remove the manifold out from the bottom. Be careful not to damage the coolant temperature sensor on the driver's side.

INSTALLATION OF 70301301-RHKR SHORTY HEADERS:

1. Clean the exhaust port sealing surface to remove any dirt or gasket material that may affect the sealing performance of the gasket and cause leaks. **Repair any damaged threads or broken bolts.**
2. Remove the key from the ignition and make sure the steering wheel is locked. Remove the 11mm shoulder bolt from the steering shaft coupler on the steering rack. Push back the shaft as far as possible.

NOTE: Avoid moving the steering shaft, steering rack, or turning the ignition on while the shaft and rack are separated. Doing so may cause a steering service code on vehicles equipped with electric steering assist.

3. Install the **LEFT** (driver's side) 70301301-RHKR shorty header past the steering column and into position. Install cylinder # 7 spark plug from underneath before the header is bolted to the cylinder head. This is much easier than from on top after the header is installed (but not necessary). Take care not to damage the spark plug while installing the header. Install the rear header bolt a few threads to hold the header in place.

IMPORTANT! Re-install the steering shaft to the steering rack and tighten the shoulder bolt to specification.

4. Install the **RIGHT** (passenger's side) 70301301-RHKR shorty header into position and install the rearward header bolts a few threads to hold the header in place. Installation of the passenger's side spark plugs is recommended after the header is in place. However, they can be installed before the header. Extreme care must be taken to not damage the spark plugs while installing the header.

NOTE: If your vehicle has a long threaded stud holding the heat shield in place across from the starter and the header will not clear the starter, you may have to remove the starter or simply trim off the excess stud.

5. Working from the engine bay on the driver's side, install the OEM exhaust gasket (replace, if needed). Install the bolt at the front of the header flange. Remove the rear header bolt and reinstall once the gasket is correctly aligned with the bolt holes. Install the remaining header bolts. Tighten the bolts from the center of the flange to the ends evenly to ensure an even sealing load on the gasket. Do not overtighten the header bolts. See manufacturer's specifications.
6. Install the passenger's side OEM exhaust gasket (replace, if necessary) and install the header bolt at the front of the header flange. Remove the rear header bolt and reinstall once the gasket bolt holes are aligned correctly. Do not install the remaining header bolts.
7. Install the dipstick tube after checking the condition of the O-ring (replace, if necessary) between the #4-6 header tubes while the bolts are loose. Make sure the tube is properly received into the engine block. Install the remaining header bolts. Tighten the bolts from the center of the flange to the ends evenly to ensure an even sealing load on the gasket. Do not overtighten the header bolts. Install the dipstick mounting bolt and tighten to the manufacturer's specifications.
8. Install starter (if removed).

9. Inspect the OEM gasket on the catalytic converters. On vehicles with studed flanges, the nuts need to be installed on the forward stud first. Tighten the fasteners evenly to prevent improper gasket loading and possible exhaust leaks. Tighten the fasteners only enough to set the flanges evenly and snug. They will need to be adjusted for fit the exhaust pipe correctly. Fully tighten the fasteners after the exhaust is connected to the catalytic converters.
10. Reinstall the O2 sensors and plug in the connectors. Keep harnesses away from the exhaust pipes.
11. Reconnect the exhaust system to the catalytic converters. Fully tighten the fasteners at the header collector flange. Tighten the exhaust couplers to specification.

NOTE: Using a 6" length of vacuum hose or an old straight spark plug boot to get the spark plugs started is helpful in hard to reach areas. Use a spark plug socket with wrench flats and a box wrench to tighten the spark plugs.

12. Install the 45° degree spark plug wire set.

NOTE: The use of one of the following Holley EFI premium spark plug wire kits (**P/N 561-100, 561-101, or 561-102**) are recommended for best results. These kit are specifically designed to provide maximum clearance and the highest performance on tight header installations in Chevy LS passenger car and LS swap applications.

13. Recheck you work. Verify all connections and hardware are properly installed and tight.
14. Remove the jack stands and lower the car.
15. Connect the battery, start the engine, and check for leaks. Re-check your work before lowering the car.
16. After 150 miles recheck all connections and clamps.

NOTE: It is normal for your new Blackheart exhaust system to emit smoke for the first few minutes of operation.

Technical Support: 1-866-464-6553

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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