



**2016-2018 Chevrolet Camaro SS V8, 6.2L
Blackheart 1 7/8" Tri-Y Shorty Headers
70301304-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 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 /JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.

NOTE: HOOKER BLACKHEART TRI-Y SHORTY HEADERS RECOMMENDS THESE HEADERS WITH THE USE OF 45 DEGREE SPARK PLUG WIRE SET P/N 561-100, 561-101, OR 561-102. PLUG WIRE SETS ARE NOT INCLUDED.

INCLUDED HARDWARE:

P/N	Qty.	Description
505R59	8	M10 x 1.50 x 40 Hex Bolt Stainless Steel
599R94	2	Decal – Blackheart 4" x 2"

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

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery.
2. Lift the vehicle and secure on jack stands.

- From under the vehicle, remove (x5) 13mm head bolts securing the center cross brace to the chassis. Set these parts aside as they will be re-used.

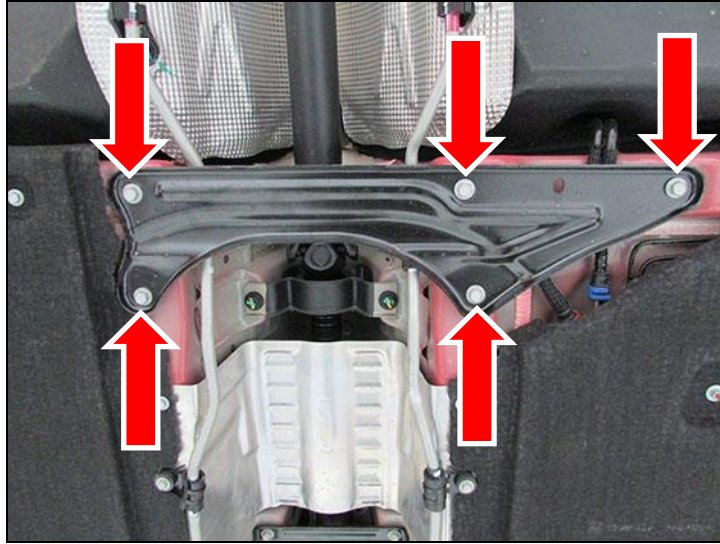


Figure 1

- Disconnect the left and right side dual mode actuators off the wire harness.
- Remove the (x4) O2 sensors off the catalytic converter/exhaust system.
- Loosen the left side band clamp securing the OE mid pipe to the left side post catalytic converter.
- Remove (x2) 15mm head nuts securing the OE mid pipe to the right side post catalytic converter. Set these nuts and gasket aside as they will be re-used.
- Remove (x4) 15mm head nuts securing the left and right side rearmost aluminum hanger brackets off the vehicle.
- Slide the (x4) rubber isolation mounts off the vehicle and then the (x2) aluminum hanger brackets. Remove the OE exhaust.
- Remove (x4) 13mm head bolts/nuts securing the catalytic converter pipes to the transmission and remove the cross brace.

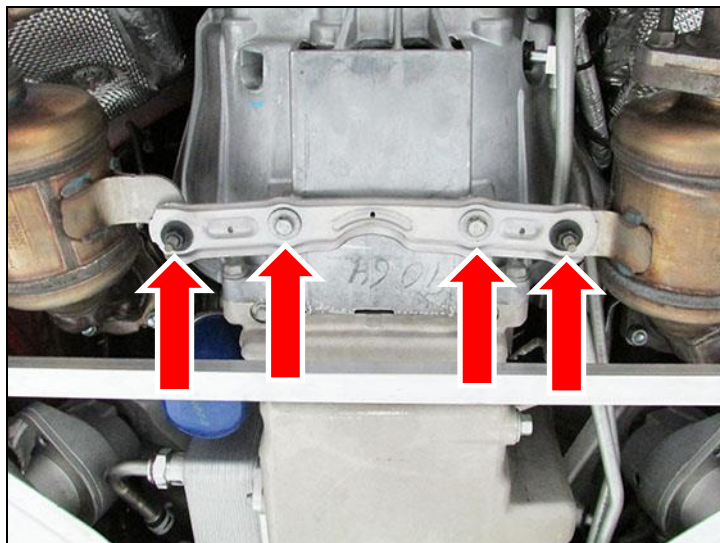


Figure 2

- Remove (x8) 15mm head nuts securing the left and right side catalytic converter pipes off the OE exhaust manifolds. Remove the catalytic converter pipes.

12. Remove the (x4) left and right side plastic engine covers by lifting straight up (left and right side main engine cover) and remove (x4) T-30 torx bolts securing the left and right side plastic valve covers to the main valve covers. You will have to unplug the breather line to get the left side plastic valve cover off.



Figure 3



Figure 4

13. Remove the radiator surge tank by removing (x2) lines connected to the tank (pinch off the lines so you do not have to drain the coolant) and (x1) 10mm head nut securing the tank to the engine bay. Un-clip the positive battery cable off the radiator surge tank and then remove tank.

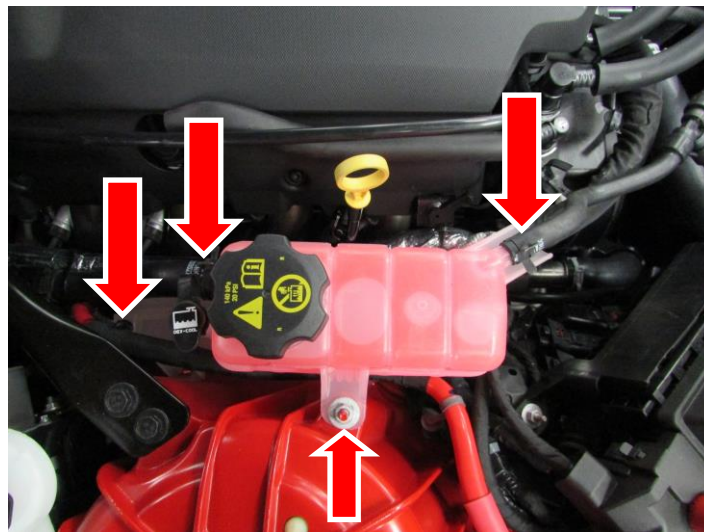


Figure 5

14. Remove the factory intake air box by loosening the hose clamp, un-clipping the wire harness, and un-plugging the mass air flow sensor. The air box can be removed by pulling straight up.

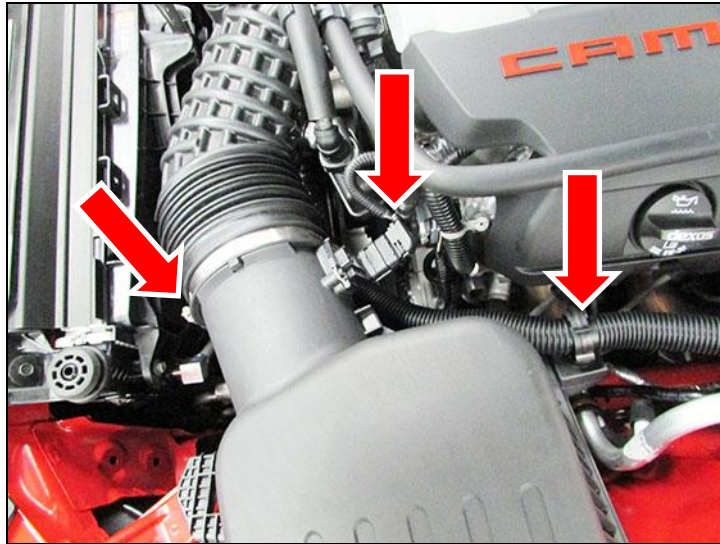


Figure 6

15. Remove the (x2) 10mm head nuts securing the A/C line to the chassis. Unplug hose on **Figure 8**.

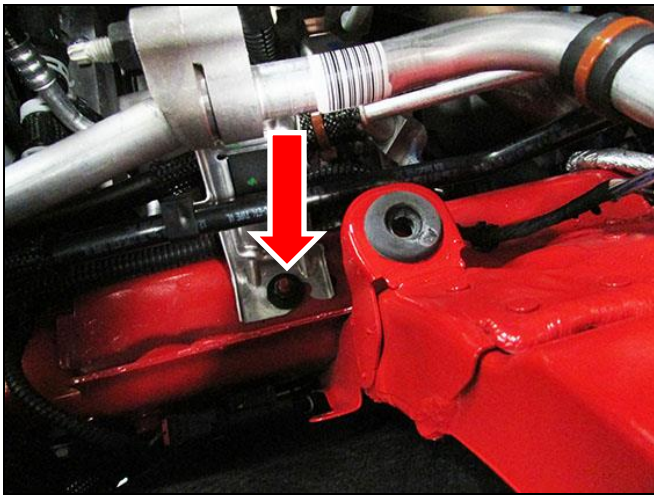


Figure 7

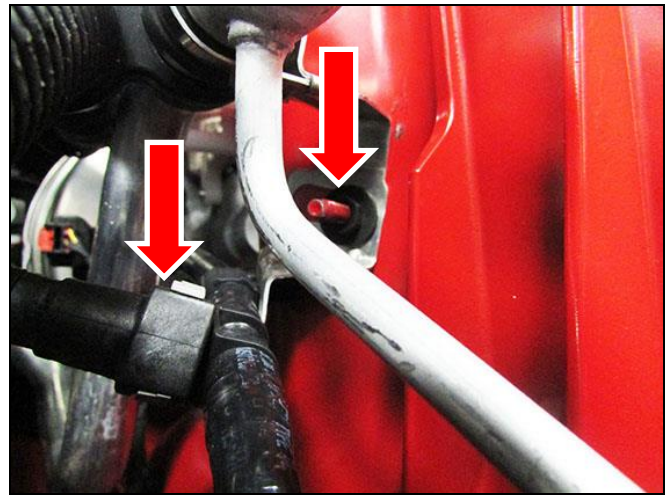


Figure 8

16. Remove (x10) 10mm head bolts securing the left and right side exhaust manifold heat shields and carefully remove the heat shields.
17. Remove the engine oil dipstick by removing (x1) T-30 torx head bolt.
18. Remove (x8) spark plug wires off the coil packs and spark plugs.
19. Remove the left side front most coil pack by removing (x2) 10mm head bolts.
20. Carefully remove (x10) 13mm head bolts securing the left and right side OE exhaust manifolds off the engine. Take care and use caution when pulling these out and up from the engine bay. Set the (x10) bolts and gasket aside as they will be re-used.
21. Starting with the right side, install the Blackheart Tri-Y shorty header through the engine bay using the original gasket (replace if necessary) and start the middle bolt removed from step 20. Do not tighten.
22. Install the engine oil dipstick using the original torx bolt removed from step 17 and tighten.
23. Now, install the remaining 4 bolts removed from step 20 and tighten the (x5) total 13mm head bolts starting with the middle and working your way out.

24. Install the radiator surge tank by using the original (x1) 10mm head nut removed from step 13, clip the positive battery cable back onto the radiator surge tank and then re-install the (x2) coolant lines. Top off coolant if necessary.
 25. Install the left side Blackheart Tri-Y shorty header through the engine bay using the original gasket (replace if necessary) and (x5) bolts removed from step 20 and tighten the 13mm head bolts starting with the middle and working your way out.
- NOTE:** You will have to pull the A/C lines off the chassis studs and hold up and out of the way to get the Blackheart Tri-Y shorty header in position. Take care and use extreme caution.
26. Using the (x2) 10mm head nuts removed from step 15, secure the A/C line back onto the chassis and plug the hose back from **Figure 8**.
 27. Install the factory intake air box removed from step 14 by securing back onto the rubber grommets, tightening the hose clamp, clipping the wire harness back onto the air box, and plug the mass air flow sensor back on.
 28. Using the (x8) supplied bolts, original (x8) 15mm head nuts removed from step 11, and original crush gaskets, install the left and right side catalytic converter pipes and tighten.
 29. Install the catalytic converter cross brace removed from step 10 using the original (x4) 13mm head bolts/nuts and tighten.
 30. Install the exhaust system in reverse order by securing all the rubber isolation mounts and aluminum hanger brackets back onto the chassis. Secure the aluminum hanger brackets using the (x4) original 15mm head nuts removed from step 8 and tighten.
 31. Using the (x1) original band clamp from step 6, secure the OE mid pipe back onto the left side catalytic converter pipe and tighten.
 32. Using the (x2) original 15mm head nuts and gasket (replace if necessary) removed from step 7, secure the OE mid pipe onto the right side catalytic converter, and tighten.
 33. Install the (x4) O2 sensors removed from step 5 and tighten.
 34. Install the center cross brace removed from step 3 using the (x5) original 13mm head bolts and tighten.
 35. Plug the dual mode actuators back in the wire harness.
 36. Install the recommended 45 degree plug wires onto the coil packs and spark plugs. **THESE WIRES ARE NOT INCLUDED AND SOLD SEPARATELY.**
 - **LEFT SIDE:** The #3 plug from the front of the car is required, the rest can either use the OE plug wires or the recommended plug wires.
 - **RIGHT SIDE:** The #2 plug from the front of the car is required, the rest can either use the OE plug wires or the recommended plug wires.
 37. Install the (x4) engine covers back on the motor using the original hardware removed from step 12 and install the breather hose back onto the left side valve cover.
 38. Connect the battery, start the engine, and check for leaks.
 39. Re-check your work.
 40. Remove the jack stands and lower the vehicle.
 41. After 150 miles, re-check and tighten all bolts and clamps.

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

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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