



1973-87 GM C10 SHORT BED TRUCK EXHAUST SYSTEMS DUAL REAR EXIT TAILPIPES UNDER THE REAR BUMPER

304SS – 70501316-RHKR (2.5") & 70501317-RHKR (3.0")
409SS – 70501416-RHKR (2.5") & 70501417-RHKR (3.0")

Installation Instructions



Thank you for choosing to install a HOOKER™ exhaust system on your 1973-87 GM short bed truck. Although these systems have been specifically developed for direct fitment with HOOKER™ LS swap components for this application, they will provide equally beneficial fitment, function and service life with other non-Hooker LS swap headers or non-LS engine equipped 73-87 GM short bed trucks through modification of the system inlet tubes, or construction of new ones, by a competent fabricator (use of custom double-hump crossmember may be required). Installation of these systems are 50-state legal only on 1975-prior year model vehicles not factory equipped with catalytic converters.

PRE-INSTALLATION CONSIDERATIONS:

Check that the hardware package includes the following:

70501316-RHKR & 70501416-RHKR (2.5")		70501317-RHKR & 70501417-RHKR (3")	
Qty.	Description	Qty.	Description
2	2.5" Torca couplers	2	3.0" Torca couplers
8	2.5" Torca band clamps	8	3.0" Torca band clamps
1	Left side aft-muffler hanger	1	Left side aft-muffler hanger
1	Right side aft-muffler hanger	1	Right side aft-muffler hanger
1	Left side tailpipe hanger	1	Left side tailpipe hanger
1	Right side tailpipe hanger	1	Right side tailpipe hanger
4	Rubber hanger isolators	4	Rubber hanger isolators
6	3/8 x 1" bolts	6	3/8 x 1" bolts
6	3/8 flanged nuts	6	3/8 flanged nuts

IMPORTANT! Position and support your vehicle on a suitable surface. **USE CAUTION AND WORK ONLY ON A LEVEL SURFACE USING JACKS AND JACKSTANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.** Use of a two-post under arm lift or four-post drive-on lift will considerably reduce the time and effort required to complete the installation. **MAKE SURE LIFT LOCKS ARE ENGAGED BEFORE WORKING UNDER THE VEHICLE.**

Multiple rear hanger locations/types were used by GM in the construction of these trucks within the same model year range. As such, removal (i.e. grinding and/or cutting) of the stock riveted rear hanger brackets on your truck may be required to permit installation of the rear hangers included with this exhaust system as intended.

INSTALLATION:

NOTE: The following steps assume that you are installing the system using HOOKER™ LS swap mounting components and long-tube headers or mid-length headers already in place on the vehicle. If you are performing an installation of this system without utilizing these products, install all system components from the “X” crossover rearward and align them for best fitment and clearance before fabricating custom system inlet tubes that are compatible with the geometry of your headers and transmission crossmember.

1. Remove all existing exhaust system components from the vehicle, including any stock or previously added hangers along the entire length of the exhaust system.
2. Place the supplied long exhaust coupler clamps over the header collectors.
3. Place a supplied band clamp over each X-pipe inlet and insert the system inlet tubes into the inlets.
4. Position the X-pipe assembly behind the header collectors (X-pipe outlet legs running upward) and position the coupler clamps over the connections before tightening them enough to hold the basic position of the X-pipe. Ensure the gaps between the collectors and X-pipe inlet legs are centered in the middle of the coupler clamps for proper clamp functionality.
5. Place a supplied band clamp over the offset inlet of each muffler and install the mufflers onto the X-pipe outlet legs before tightening the clamps sufficiently enough to hold the basic component positions, but still allow adjustment.
6. Place a supplied band clamp over the muffler outlets.
7. Attach the left and right side aft-muffler hanger brackets to the bottom of the frame crossmember that spans between the front leaf spring perches, as shown in **Figure 1**. Use the included 3/8 x 1” bolts and nuts for this purpose. When correctly installed, the hanger rods will be oriented towards the rear of the vehicle and the barbed ends will point inward towards each other.

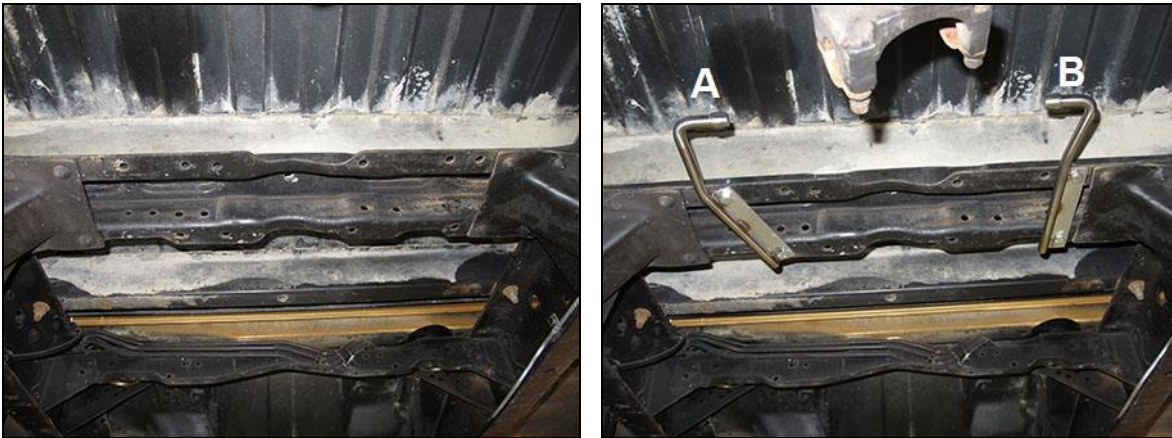


Figure 1
Aft-muffler hanger rod attachment to frame crossmember (driver's side – A & passenger's side – B)

8. Feed the left and right side over-axle tubes over the rear axle and install them into the muffler outlets before tightening the clamps sufficiently enough to hold the basic component positions, but still allow adjustment.
9. Connect the barbed hanger rods on the over-axle tubes to the hanger rods previously attached to the bottom of the truck frame crossmember using two of the supplied rubber hanger isolators. Lubricating the hanger rods with any light penetrating oil will greatly ease this task.

10. Attach the left and right side tailpipe hangers to the outside faces of the frame, just behind the rear leaf spring hangers, using the supplied 3/8 x 1" bolts and nuts (**Figures 2 & 3**). The 90° bend tabs on the hanger plates wrap over the top of the frame rails when correctly installed.

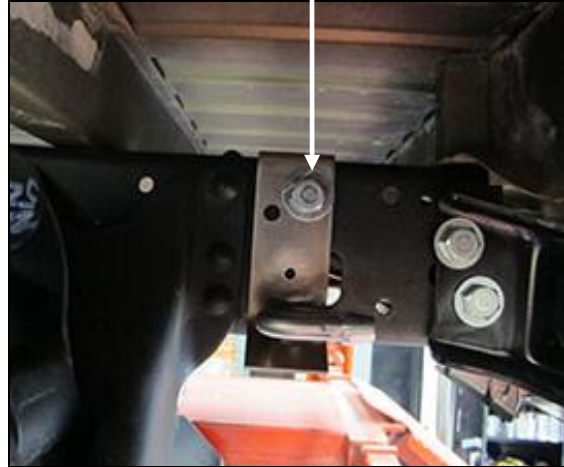


Figure 2

Driver's side tailpipe hanger bracket – remove/reinstall the factory bumper bracket bolt and use to attach tailpipe hanger bracket to the frame.



Figure 3

Passenger's side tailpipe hanger bracket – remove/reinstall the factory bumper bolt and use to attach the tailpipe hanger bracket to the frame.

11. Place the last two remaining band clamps over the inlets of the left and right side tailpipe assemblies and install them onto the outlets of the over-axle pipes. Tighten the clamps sufficiently to hold the basic component position, but still allow adjustment.
12. Connect the hanger rods on the tailpipes to the hangers bolted to the frame in step 10 with the remaining two supplied rubber hanger isolators. Lubricating the hanger rods with any light penetrating oil will greatly ease this task.
13. Methodically align all system components for best fitment and fully tighten all clamps. It is recommended that the entire system be wiped down with a rag and light penetrating oil to prevent hand prints from becoming permanent stains once they are subjected to heat from the exhaust.