



**GM 1963-1972 C10 Crossmember
Installation Instructions
71222024HKR**



Thank you for choosing to use this Hooker™ transmission crossmember as part of your LS swap project. This crossmember is part of the most comprehensively engineered system of mounting components, headers, and exhaust systems available for this application. The entire Hooker™ swap system is designed to decrease your total swap installation effort and cost while increasing the engineered quality of your vehicle and compatibility of these components with other popular aftermarket components. Please read these instructions in their entirety before attempting installation.

COMPATIBILITY INFORMATION:

This transmission crossmember was specifically designed for bolt-in compatibility with the HOOKER™ LS swap engine mounting bracket kit, cast iron LS exhaust manifolds, headers and exhaust systems also developed for this application. Various other Holley® components have been designed and/or validated for use with this system of components, as follows:

The engine/transmission positioning provided by this crossmember was designed for compatibility with the Holley® 302-2 and Holley 302-3 LS oil pans. Compatibility with other aftermarket/OE engine oil pans is unknown.

Hooker™ LS swap manifolds, LS Turbo manifolds, and long tube headers are compatible when installed using this Hooker LS engine swap transmission crossmember and the related Hooker BHS511 engine mounting bracket kit.

This crossmember was intentionally designed with high-tuck geometry to optimize the ground and dual exhaust routing clearances of this application.

More LS swap/engine performance components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers can be found at www.holley.com.

Hooker recommends using a Prothane 7-1604 or Anchor 2268 transmission mount.

Designed for use with GM T56, 6L80, 4L80, 4L60, TH400, TH350, 700R4 transmissions

High hump floor pan will be needed when using 4L80, T56, 6L80 transmissions, and a bolt in tunnel is available from many C10 parts suppliers

It is recommended to install new body bushings before installing the new larger case transmissions

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: These instructions have been written with the assumption that you have already installed an LS engine into your vehicle using the Hooker BHS511 engine swap bracket kit. Satisfactory engine and transmission installation with any other type or brand of engine mounts is not intended with this crossmember.

INCLUDED HARDWARE:

Qty.	Description
1	Center Crossmember
1	Left Side Mounting Bracket
1	Right Side Mounting Bracket

Qty.	Description
12	3/8" x 1" Bolts
12	3/8" Nuts

Depending on which crossmember you order, there will be a supplied spacer for your specific transmission. **Figure 1** shows the stack up of the spacer and transmission mount.

- T56 – no spacer
- 6L80 – 11/16"
- 4L80 – 1"
- 4L60 – 11/16"
- TH400 – 1"
- TH350 – 11/16"
- 700R4 – 11/16"

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

INSTALLATION:

1. Raise the tail shaft of the transmission to its maximum height against the vehicle floor.
2. When looking at the crossmember, the center is at an angle. The upward side goes toward the front of the vehicle.
3. Install the left side bracket to the crossmember while working on the bench using the 4-3/8" bolts and tighten.
4. Install the crossmember into the vehicle. Install the right side bracket with the 4-3/8" bolts and tighten.
5. At this time, square the crossmember up with the frame and transmission and find at least two holes on each side for mounting. Use the 3/8" bolts for mounting and tighten.
6. If your trans uses a spacer, install it now, lower the trans to the spacer, and install the user supplied transmission mount bolts and tighten.
7. Once install is complete, tighten all 3/8" fasteners to 25 ft/lbs.



Figure 1

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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