



## P/N 12610HKR SUPER COMPETITION ENGINE SWAP MOUNT KIT 82-93 S-10 BLAZER / S-15 JIMMY (4WD)

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.

**NOTE:** Requires the use of Anchor mount, P/N 2713.

**NOTE:** Due to its complexity, this engine swap should only be attempted by seasoned, professional technicians. Please read the instructions thoroughly before beginning installation.

**NOTE:** To help you with wiring and minor hook up problems, we suggest you purchase a factory shop manual for your vehicle.

**NOTE:** To complete the installation, it will be necessary to purchase two Chevrolet late model Corvette motor mounts from a local dealer.

**NOTE:** If you choose either a Turbo 350 or a 100 R-4 transmission, use the stock S-10 crossmember and transmission mount.

**NOTE:** Use Hooker header P/N 2839HKR.

**WARNING!** Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

### TIPS FOR ENGINE SWAP

1. Mark all hoses, wires, and vacuum lines, according to function. Use masking tape and a pen to achieve this.
2. Whenever possible, utilize the existing wiring and lines.
3. Get a wiring diagram of your vehicle and one for the vehicle from which the new motor was removed. Make photocopies of both systems. Add your modifications to these copies, so you will have an accurate record.
4. Do not remove the smog systems for the sake of taking them off. Remember the smog laws go by the year and model of the vehicle in which the engine is installed. You may have difficulties from a legal standpoint, especially when you try to sell the vehicle.
5. Most newer engines are designed to run with the various smog systems, which came as original equipment. You may save yourself a great deal of time and trouble by attempting to keep the engine as close to stock as possible.
6. Save as much hardware that is removed from the vehicle as possible. You may need some items later on.
7. Do it right. Taking short cuts is not saving time, if you have to do it again. Make sure you pay close attention to critical areas like fuel systems and brake lines. These could be of life and death consequences, if ignored.
8. Do not overstress components that are designed for stock four or six cylinder torque by over-abuse with a motor of greater horsepower.

### 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. **CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

### INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the battery, remove the hood, and mark all wires, hoses, cables, lines, and linkages. Remove the engine, transmission, front motor mounts, and transmission crossmember.
2. Using an air hammer or large ball peen hammer, roll the firewall to floor pan seam flat in the bellhousing area. **See Figure A.**
3. Locate the front differential carrier lock actuator and cable that is mounted on the inside right fender (or on fenderwall). This is the vacuum/cable servo that applies the front wheel drive engagement. To obtain header/servo cable clearance, this must be relocated.
  - A. Remove the battery and battery tray.
  - B. Remove the cable from the actuator (lift wire tang on spring clip and cable pulls out).
  - C. Remove the lower splash apron under the radiator support.
  - D. Drill 1 1/2" hole in front frame crossmember (**See Figure B**) 2 1/2" toward the driver's side, center to center, from passenger's side existing hole in the frame. This can be accomplished without removal of sway bar, if care is taken.
  - E. Route cable under fixed right side of differential tube toward the front of the vehicle, through the new hole in the frame and bring upward to battery area.
  - F. Reconnect the cable to the actuator (push in and seat spring clip).
  - G. Locate the new mounting position for the actuator under the battery tray area, either to the fenderwell or radiator support. Make sure cable routing feels natural with no abrupt bends.
  - H. Mark holes, drill, and bolt to desired location. Reinstall the battery tray.
  - I. Lengthen and reroute the vacuum lines accordingly.
4. Locate the removable crossmember under the bellhousing area. Mark the tips of the crossmember that protrude above the top of the frame rails. Cut the crossmember at your marks, so that it is level with the top of the frame.
5. At the current time, you have two choices of automatic transmissions: 700 R-4 or Turbo 350.
- 5a. **For the 700 R-4**, your options to retain the overdrive transmission are as follows:
  - A. Obtain a complete 100 R-4 transmission from a full size 4WD pickup, 1982 and later. The cast aluminum converter cover is too large and a standard car type cover should be used.
  - B. Obtain a V8 700 R-4 car or 2WD transmission and swap the output shaft from the V6 S-10 transmission to the V8 transmission. Using this method, you will discard the tailshaft housing.
- 5b. **The Turbo 350** is far more difficult to install this transmission. It requires the following:
  - A. A special length output shaft must be fabricated along with a tailshaft housing spacer block.
  - B. A Turbo 350 dipstick and tube.
  - C. A Turbo 350 converter cover.

**NOTE: We strongly advise that you have a local transmission or special shop prepare your transmission or help you with its preparation.**

6. On all automatic transmission models, you must trim off the ears of the transmission case for increased header clearance. **See Figure C.**
7. Chevrolet 168 tooth flex plates can be used with the stock V6 S-10 starter. You can reuse the stock V6 starter or the heavier duty V8 metric starter (1982 and up). Be sure you have the correct diameter flywheel for the starter you choose. The early model large non-metric style starter will not fit.
8. Because of insufficient clearance for stock oil filter mounting. This swap requires the use of a remote oil system. This can be purchased at your local parts store.
9. Modification to the oil pan is necessary to fit into the stock chassis and clear front differential. We have found the best method is to cut the sump portion of your V6 oil pan off and weld it in place of the sump on your V8 oil pan.
10. Inadequate frame clearance requires the use of an electric fuel pump. The frame can be modified to supply clearance for a mechanical fuel pump. However, we recommend an electric fuel pump for the ease of installation.
11. Pulleys and accessory brackets from a V8 engine are required. You should obtain brackets from V8 engines using the R-4 radial type A/C compressor (1989 and newer). Non A/C vehicles can use any year parts as long as they are a matched set.
12. A radiator to handle the added cooling demands of a V8 must be fabricated. This can be accomplished by any competent radiator shop.
13. It will be necessary to add on electric cooling fans due to very limited engine to radiator clearance.
14. Remove the stock motor mounts from the frame. Bolt in Hooker P/N 12610HKR frame mounts with the original motor mount bolts and nuts.
15. Bolt the Chevy motor mounts (P/N 17980387) to the engine and carefully lower the engine and transmission into the engine compartment. It may be necessary to slot the transmission crossmember bolt holes to achieve a proper fit.
16. Insert the motor mount through the bolts and tighten. Also, tighten the transmission mount bolts.
17. Hook up all wires, hoses, cables, and linkages. Check to see that adequate clearance exists between all wires, hoses, and brake lines. Check all bolts for tightness.

When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

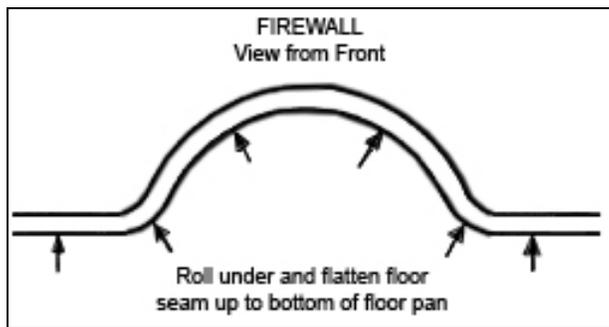


Figure A

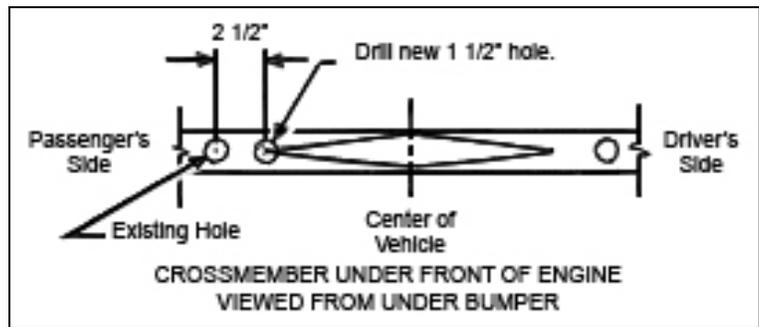


Figure B

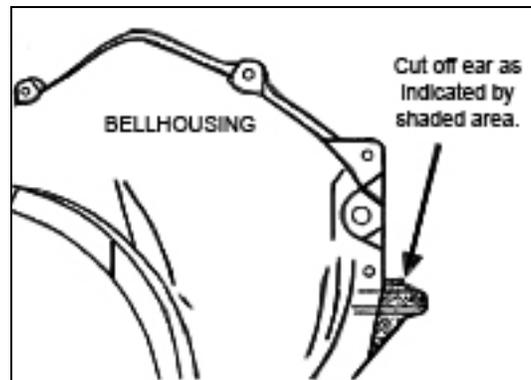


Figure C

**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.

HOKKER 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.

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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. HOKKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOKKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.