

Holley LS

HEADQUARTERS



LS PRODUCT CATALOG

Holley[®] LS

HEADQUARTERS



The GM LS engine has quickly become the high performance standard in the performance aftermarket. Holley has responded to this marketplace by developing the most complete line-up of LS performance upgrades and LS swap products. Holley has developed EFI systems, intake manifolds, fuel pumps, oil pans, accessory drive pulleys and dress-up components. Hooker handles the exhaust duties with long tube, mid-length and block hugger headers, cast-iron exhaust manifolds, engine mounts, transmission crossmembers and exhaust systems. If all that isn't enough add a shot of nitrous power with NOS! If you are building an LS engine, you have to check out the products in this catalog.

We also invite you to come out and attend our LS Fest event held every September at Beech Bend Raceway in Bowling Green, KY. For more information go to www.holley.com or call our product experts at 866-464-6553.

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1ST GEN F-BODY

1967 - 69 CAMARO / FIREBIRD

The 1st Gen F-Body is the gold standard for muscle cars. Nothing beats the power of modernizing with a complete LS swap system. From fuel injection, manifolds and fuel pumps all the way to the exhaust system. Holley has engineered these parts to work as a system to deliver the most power and proper fit.



Holley *EFI*

FUEL
INJECTION
SYSTEMS

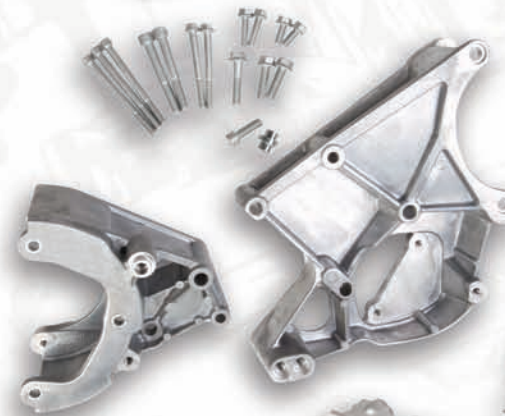
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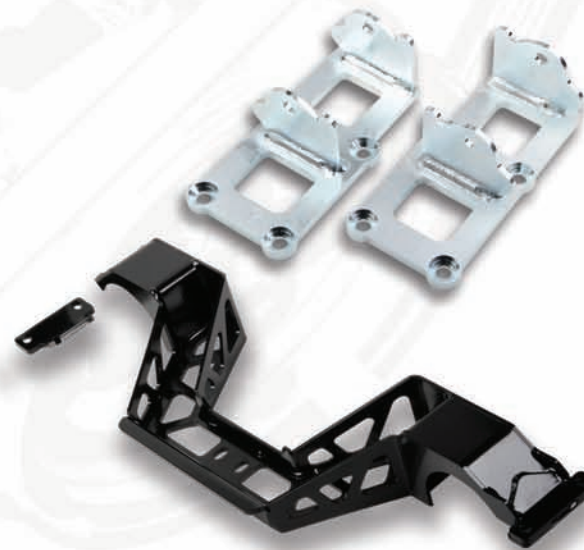
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2ND GEN F-BODY 1970 - 81 CAMARO / FIREBIRD

The 2nd Gen Camaro/Firebird with its large mouth grille has the look that just needs to be modernized. Holley has engineered a complete system to swap the mild small block to a ultra-modern LS. From fuel to exhaust with all mounts and accessories; Holley has the complete system to take your 2nd Gen to the next level.



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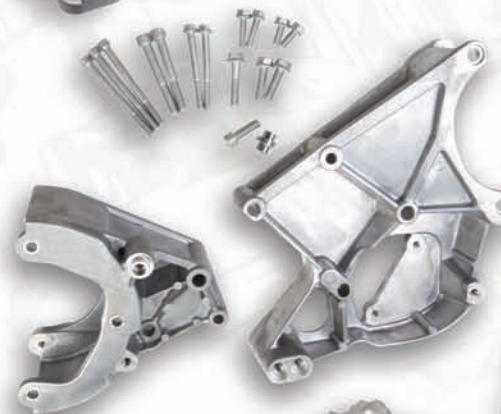
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3RD GEN GM X-BODY

1968-74 NOVA, VENTURA,
APOLLO & OMEGA

Nothing says Big Iron like a 3rd Gen X-Body. This platform is one of the best values on the market. If you are looking to build big power on this big ride, you need to swap a GM LS. Holley offers the most complete line-up of performance products to get that old small or big block out and get the LS in. All components are engineered to deliver excellent fit and out of this world power.



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SYSTEMS

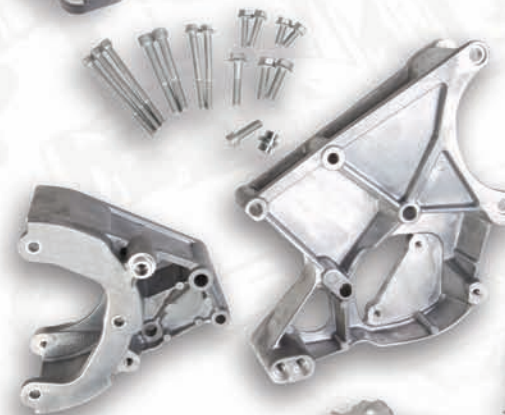
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COMING SOON!

GM G-BODY

1978-87 GM MONTE CARLO/MALIBU/
EL CAMINO/CUTLASS/GRAND PRIX/
REGAL/BONNEVILLE

The G-Body defined the 80's for many GM fans. These underpowered rides had a great look but couldn't get out of their own way. Put modern horsepower into your grocery getter with performance products from Holley. Holley has engineered a complete solution of components to put an LS engine in and the power out.



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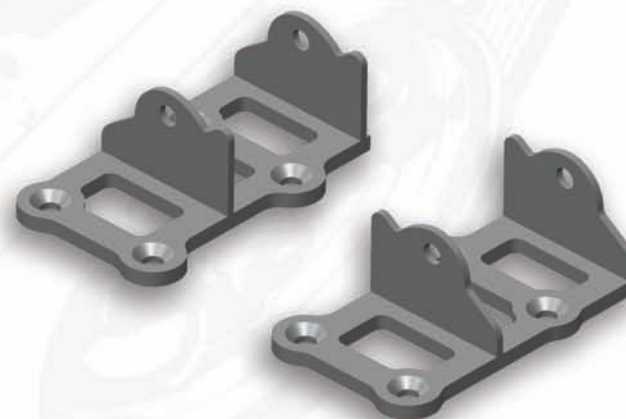
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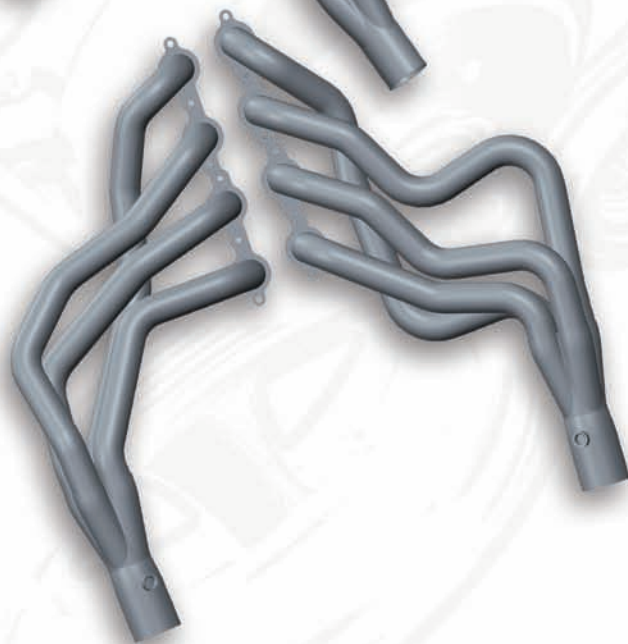
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COMING SOON!

CHEVROLET TRUCK

1973-87 C10 2WD/4WD TRUCKS

You know you watched the "Fall Guy" in the 80's. The Square box is the gold standard muscle truck. Take out that tired engine and put a GM LS engine in there for real power. Holley has engineered the most complete line of fuel, air, exhaust and accessories for your LS swap.



Holley *EFI*

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FUEL
PUMPS

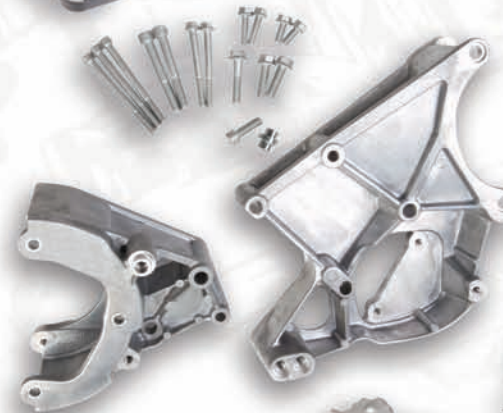
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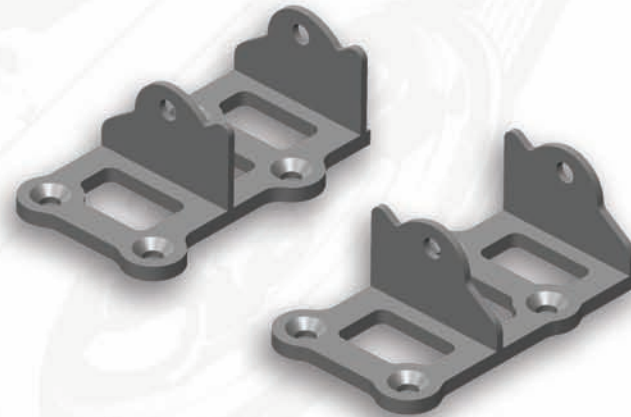
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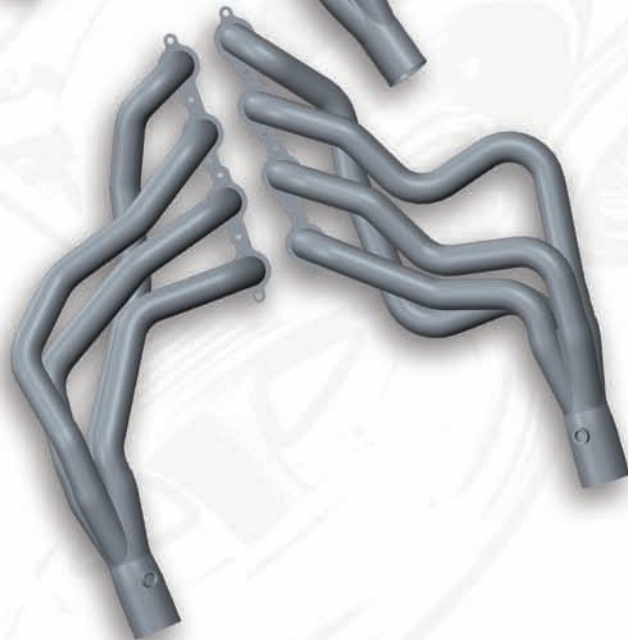
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S13 & S14 NISSAN

1989 - 98 240SX

If drifting or road-racing is your thing, drop a big horsepower LS into the 240SX and you will drift for miles and miles. Holley and its team of engineers has developed the most complete line-up of LS-Swap products for the S13 and S14. From fuel, air, exhaust and engine accessories, Holley has the quality swap products you demand.



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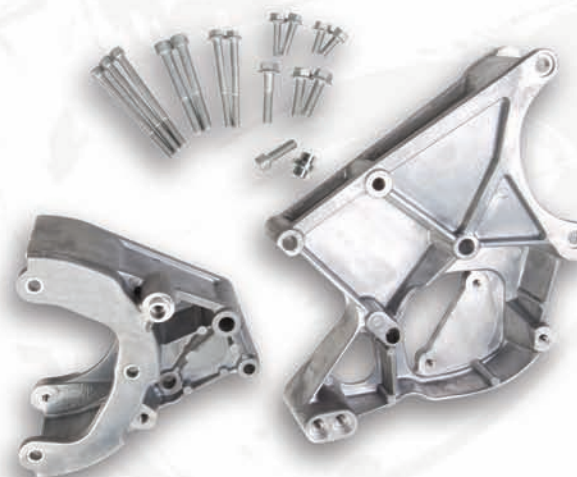
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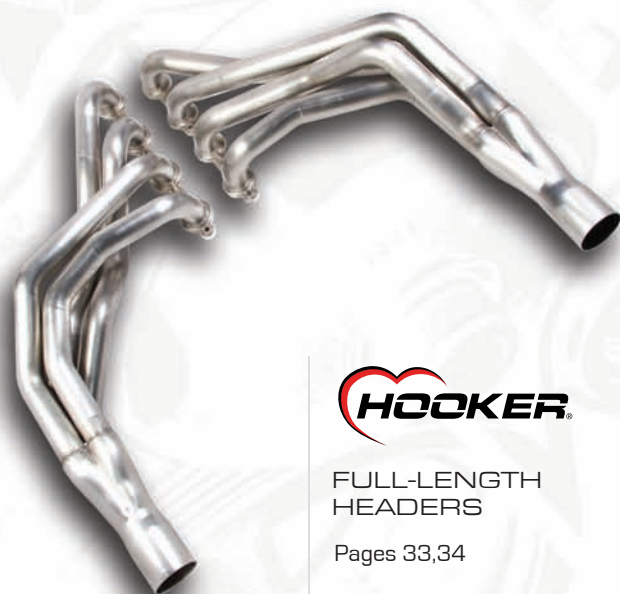


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Holley® *EFI* A BRAND NEW ERA IN FUEL INJECTION!

HP™ EFI w/ LS HARNESS

Looking for a plug and play alternative for your stock or built late model factory EFI engine? How about a replacement ECU for your LS powerplant? Holley has you covered. HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost or water meth.

Part#	Description
550-602	HP EFI™ - GM LS1/LS6 Engines - uses factory GM coil harnesses (BOSCH O2 Sensor) - 24x crank sensor
NEW! 550-602N	HP EFI™ - GM LS1/LS6 Engines - uses factory GM coil harnesses (NTK O2 Sensor) - 24x crank sensor
550-603	HP EFI™ - GM LS2/LS3 Engines with USCAR (EV6 Style) connector on injector harnesses, uses factory GM coil harnesses, (BOSCH O2 Sensor) - 58x crank sensor
NEW! 550-603N	HP EFI™ - GM LS2/LS3 Engines with USCAR (EV6 Style) connector on injector harnesses, uses factory GM coil harnesses, (NTK O2 Sensor) - 58x crank sensor
550-607	HP EFI™ - GM LS2/LS3/LS7 Engines with Jetronic/Minitimer (Bosch type) connector on injector harness, uses factory GM coil harnesses - (BOSCH O2 Sensor) - 58x crank sensor
NEW! 550-607N	HP EFI™ - GM LS2/LS3/LS7 Engines with Jetronic/Minitimer (Bosch type) connector on injector harness, uses factory GM coil harnesses - (NTK O2 Sensor) - 58x crank sensor
553-103	5.7" Touchscreen Upgrade

Plug & Play!
for LSx engines!

Tune
with optional 5.7"
LCD touchscreen!

COMING SOON!

**TERMINATOR EFI
LS PLUG & PLAY KITS -
NO LAPTOP REQUIRED!**

DOMINATOR® EFI

- The new standard in EFI with virtually unlimited capabilities!
- Integrated controls - electronic transmissions, drive by wire, progressive nitrous, boost control, water meth injection and more!
- Extensive data logging capabilities!
- Massive amount of user programmable inputs and outputs!
- Dominator® systems are not sold as a kit. Components must be purchased separately

Part#	Description
554-114	Dominator ECU Only
558-308	Main Power Harness
558-102	Main Harness; 24x reluctor & Bosch style injectors (LS1, LS6 etc...)
558-103	Main Harness; 58x reluctor & EV6 injectors (LS2, LS7, LS3 etc...)
558-200	Injector Harness (Bosch style connector)
558-201	Injector Harness (EV6 style injector)
558-309	Holley DIS Coil to Holley LSx Harness Adapter
558-405	GM 4L60/80E Transmission Harness - Complete terminated harness with J4 connector to operate GM electronic transmissions.
558-406	GM Drive By Wire Harness - Complete terminated harness with J3 connector to operate late model GM drive by wire systems.
553-103	5.7" Touchscreen Upgrade

Holley®



GM LS RETRO-FIT ENGINE OIL PAN

- Designed for LS engine retrofit installations in a wide range of popular GM muscle/classic car and truck chassis
- Provides OEM fitment- OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing, proper structural rigidity and OEM bell-housing attachments
- Traditional high-quality cast aluminum appearance with clean exterior styling
- Provides maximum clearance to chassis
- Cast and machined aluminum
- Complete kit including sump baffle, pick-up tube, sump plug, oil filter stud, oil passage cover, etc.

Capacities:

- Sump Oil Capacity - 5.5 Quarts
- Total Oil Capacity with stock oil filter - 6 Quarts

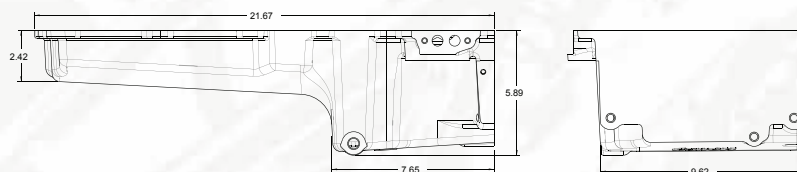
Configurations:

- Traditional Rear Sump Layout
- External Sump Max Depth (from mounting flange) - 5.89"
- External Sump Length (from bell housing flange) - 7.65"
- External Sump Width - 9.62"
- Maximum Stroke - 4.5"

Part#

Description

302-1 GM LS Retrofit Engine Oil Pan - 1955-1987 GM Muscle car/Classic car/Trucks



Holley®



IMPROVED CLEARANCE - GM LS RETRO-FIT ENGINE OIL PAN

- Designed for LS engine retrofit installations in GM muscle/classic car and truck chassis requiring more oil pan to chassis clearance around the front half of the oil pan. Perfect for : 67-69 Camaro/Firebird, 68-74 Nova/Apollo/Ventura/Omega
- Can be used anywhere a GM F-Body oil pan can be used
- New applications will be added as testing confirms fitment
- Provides OEM fitment - OEM oil filter mounting, OEM oil cooler port provision, OEM engine NVH suppression, OEM flange gasket and sealing, proper structural rigidity and OEM bell-housing attachments
- Traditional high-quality cast aluminum appearance with clean exterior styling
- Provides maximum clearance for vehicles where the steering linkage is behind the engine crossmember
- Cast and machined aluminum
- Complete kit includes sump baffle, OE style pick-up tube, sump plug, oil filter stud, oil passage cover, etc.

NOTE - Oil pan #302-2 may not be used with LS7 engines or "stroker" engines greater than 3.62".

Capacities:

- Sump Oil Capacity - 6.0 Quarts
- Total Oil Capacity with stock oil filter - 6.2 Quarts

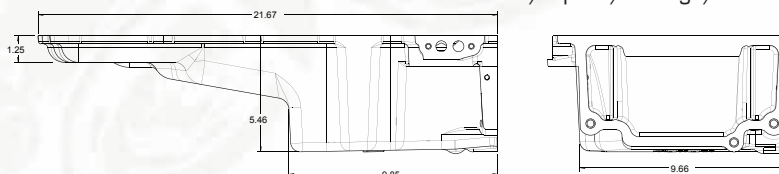
Configurations:

- Traditional Rear Sump Layout
- External Sump Max Depth (from mounting flange) - 5.46"
- External Sump Length (from bell housing flange) - 9.85"
- External Sump Width - 9.66"

Part#

Description

302-2 Improved Clearance GM LS Retrofit Engine Oil Pan - 1967 - 69 Camaro/Firebird, 1969-74 Nova/Apollo/Omega/Venture/GM muscle/classic car/trucks



Holley



OIL BAFFLE KITS FOR HOLLEY LS OIL PANS

Holley's popular cast aluminum oil pans designed to retro-fit LS engines into trucks, muscle cars, and more, has just been brought to the next level. Vehicles that endure prolonged sessions of braking, turning, and accelerating along with full out drag racing need extra protection from oil starvation. That's where the Holley oil pan baffle comes in. The Holley oil pan baffle kits are designed to help maintain proper oil levels at the oil pump pick-up during vehicle accelerations, both lateral and linear. The baffle maintains the oil at the oil pump pick-up to help prevent loss of engine oil pressure during maximum cornering in high-performance touring and road-racing.

The baffles are fabricated from sheet aluminum joined by TIG welded joints. Directionally positioned one-way trap doors allow oil flow towards the oil pump pick-up but not away. This baffle is designed to be used in the Holley P/N 302-1 and 302-2 LS Swap oil pans with the standard pickup, and is a drop-in replacement for the standard tray baffle.

- Direct bolt-in to Holley LS Oil Pans
- Aluminum sheet TIG welded construction
- Vertical baffles with one-way trap doors surrounding the oil pump pick-up
- Great for street/road race/drag race/ and off-road applications

Part#	Description
302-10	Touring/Road Race Baffle for 302-1 oil pan
302-11	Touring/Road Race Baffle for 302-2 oil pan

Holley



241-88
(driver side shown)

241-89
(driver side shown)

241-90
(passenger side shown)

241-91
(passenger side shown)

LS VALVE COVERS-ON-COVER COIL MOUNTING

Holley's cast aluminum valve covers for GM LS engines provide a fresh, refined look without the need to relocate the coils. There's no question the factory "coil-on-cover" design gives the LS that signature high-tech look, but the factory brackets and coil location leave room for improvement. Clean up that signature look with Holley's LS Valve Covers! They incorporate a radiused shape, angled coil mounting, and a billet fill cap. Plus, the coils mount directly to the cover with no need for a bracket in-between. They fit most popular LS series engines and come in Black Krinkle, Satin, Natural Cast, and Polished. Or, paint to match your vehicle's theme!

- Angled coil mounts deliver a smooth clean look
- Retain the high-tech look and performance of "coil-on-cover"
- Eliminates unsightly OE style coil brackets
- 4 finishes (Natural Cast, Satin, Black Krinkle & Polished)
- Billet aluminum oil fill cap
- Reuses original gaskets and bolts
- Fits all LS engines using LS3 or similar coils with 72mm bolt spacing
- Clearance for .750" lift cam with stock style rocker arms
- Utilize proven OE style baffles and vents

Part #	Description - Finish
241-88	Natural Cast
241-89	Satin

Part #	Description - Finish
241-90	Polished
241-91	Black Krinkle
241-225	Replacement Oil Cap



Holley



241-224

LS STOCK VALVE COVERS OIL FILL CAP

Eliminate that unsightly oil fill tube sticking out of your LS engine and install Holley's oil fill cap directly in the valve cover as it should be. Original caps are not correctly keyed to fit newer LS covers but this cap will fit in all original equipment LS valve covers and fill tubes.

- Cap can be configured in FIVE ways
- Insert can be easily painted to match your scheme
- Billet machined insert has a Holley logo side and a clean billet side
- Optional Holley domed decal adds even more detail
- Glass filled nylon base is the same material as the original cap

- Fits stock valve covers on LS2, LS3, LS7, LS9 & LSA applications
(This cap will interfere with the coil on LS1/LS6 engines and should not be used unless coils have been replaced)
- NOT for use with Part # 241-88 thru 241-91

Part #	Description
241-224	LS Valve Cover Oil Fill Cap

Holley



LS COIL COVERS - BIG BLOCK CHEVY REPLICA

Do you own a vehicle with an LS based engine, but love the looks of a big-block Chevy? Well now, thanks to Holley, you can give your LS a custom look with their LS Coil Covers. They're equally at home on a 2010 Camaro or a LS swap muscle car, truck or any ride needing to cover the factory LS coils. They're ready to paint so use your imagination!

The covers are easily installed by using basic hand tools. Just replace a few coil bracket mount bolts with the included ball studs and snap the covers in place.

- Cover those unsightly coil packs on your GM LS engine
- Ultra lightweight glass-filled nylon composite construction
- Paint to match your color scheme
- Trim to fit your application
- OEM-style snap-on mounting
- Oil fill adapter and cap included
- For LS2, LS3 & LS7 engines as well as other LS family engines using LS3 style coils & valve covers. *Coil cover may require minor trimming on typical hot rod or swap application. Use on OE applications may require more extensive trimming to clear factory componentry (A/C box, brake booster, front drive accessories, etc.).

Requires use of stock LS3 type coil brackets - will not work with Holley valve covers.

Part#	Description
242-1	LS Coil Covers, Big Block Chevy replica



Holley



105 & 95MM THROTTLE BODIES

Holley's NEW LS Throttle Bodies are unquestionably the BIGGEST BORE - MOST FEATURE LOADED available. Holley went back to the drawing board and built the ultimate air valve for your LS engine. Huge 105 and 95 millimeter bores with low RPM drive friendly tapers and a 105 that is all bore for when WOT is all that matters. Features like Idle Bleed Adjustment, TPS CLOCKER, and PCV passage defeat valve, make these the ultimate throttle bodies for ease of installation and tuning. Regardless of whether you have a turbo, supercharger, or a big cam engine sucking gulps of air, Holley's throttle bodies are maximized for your application. And, we even made them BLACK ANODIZED to give them a modern tech look.

Part#	Description
112-581	LS 105mm TB w/cable drive and taper
112-583	LS 105mm TB w/cable drive without taper
112-585	LS 95mm TB w/cable drive with taper

CABLE BRACKETS FOR 105 & 95MM HOLLEY THROTTLE BODIES

20-147	Cable bracket for 95mm throttle bodies and factory or Fast® car style intakes
20-148	Cable bracket for 105mm throttle bodies and factory or Fast® car style intakes
20-149	Cable bracket for 95 & 105mm throttle bodies and Hi-Ram or Mid-Rise Holley intakes

FAST™ is a trademark of the Comp Performance Group.

Holley®



LS DUAL PLANE SINGLE CARB INTAKE MANIFOLDS

- 1500-6500 RPM Power Band
- 4150 Square bore flange
- Optimized runner layout and constant cross sectional area - broad torque curve, best vehicle performance from 1500-6500 RPM
- Minimum carb flange height - fit in vehicles with minimum hood modifications
- Cast aluminum construction - great manifold for carbureted or throttle body EFI street applications
- Efficient casting design - lightweight, consistent wall thicknesses, improved casting quality
- O-ring mounting flange gaskets

Part# Description

300-129 Carbureted, GM LS Gen III LS3/L92 Dual Plane Intake Manifold, (All GM LS Gen III or IV engines equipped with LS3/L92 style rectangular port cylinder heads)

300-130 Carbureted, GM LS Gen III LS1/LS2/LS6 Dual Plane Intake Manifold, (All GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)



Dimensions

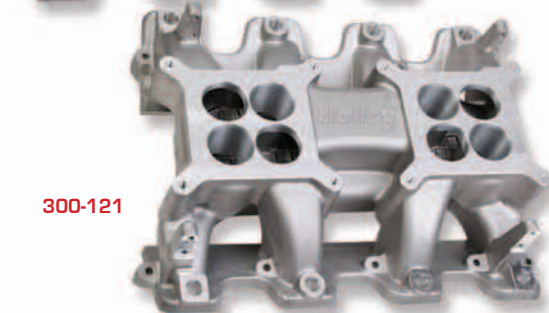
- 300-129 - (A-B height) A = 5.07", B = 6.14" to the lifter valley cover flange at the engine block front flange and bell housing flange; Port size = 2.44" Height x 1.12" wide; mounting flange gasket type - o-ring
- 300-130 - (A-B height) A = 5.07", B = 6.14" to the lifter valley cover flange at the engine block front flange and bell housing flange; Port size = 2.72" Height x 1.00" wide; mounting flange gasket type - o-ring

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*Carbureted
& EFI!!*



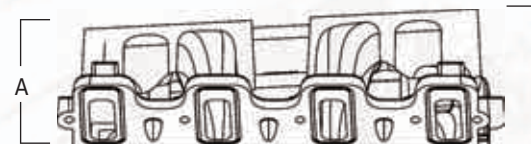
300-120



300-121

LS DUAL PLANE 2X4 INTAKE MANIFOLDS

- The Holley GM 2x4V dual-plane was designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am and at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle-car era!
- The dual-plane equal-distribution layout produces great mid-range torque without compromising top end power. The LS engine architecture does not utilize an intake mounted water neck or distributor so it's perfect for two Holley carburetors and this intake manifold design takes full advantage of that opportunity.
- Carbureted and EFI versions available
- Power band from 1500-7000 rpm
- Appropriate for any street/performance, muscle car or street rod enthusiast
- Cast aluminum construction
- Intended for use on all GM LS Gen III engines



Part# Description

300-120 Carbureted GM LS Gen III LS1/LS2/LS6 2 x 4160 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)

300-121 EFI GM LS Gen III LS1/LS2/LS6 2x4 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads)

300-133 Carbureted GM LS Gen III LS3/L92 2 x 4160 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III or IV engines equipped with LS3/L92 style rectangular port cylinder heads)

300-134 EFI GM LS Gen III LS3/L92 2x4 Dual-Plane Mid-Rise Intake Manifold, (All GM LS Gen III or IV engines equipped with LS3/L92 style rectangular port cylinder heads)

534-220 EFI Fuel Rail Kit for 300-134 & 300-135

Dimensions

- Carb / throttle body flange fore / aft spacing - 8-5/8" C to C
- 300-120 & 300-121 - (A-B height) A = 4.46", B = 5.53" to the lifter valley cover flange at the engine block front flange and bell housing flange; Port size = 2.68" Height x 0.97" wide; mounting flange gasket type - o-ring

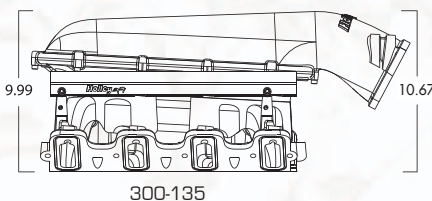
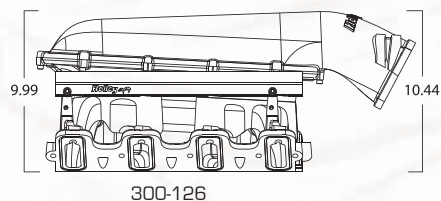
- 300-133 & 300-134 - (A-B height) A = 4.73", B = 5.80" to the lifter valley cover flange at the engine block front flange and bell housing flange; Port size = 2.41" Height x 1.07" wide; mounting flange gasket type - o-ring

Holley®



LS MODULAR MID RISE EFI INTAKE MANIFOLD KIT

- The Holley GM LS Mid Rise EFI provides great performance to 6500 rpm for street/performance applications while providing the look of a racing EFI intake manifold.
- The unique modular design allows the combination of a traditional dual-plane layout with an EFI manifold plenum to produce great mid-range torque without compromising top end power.
- Great for supercharged or turbocharged engines.
- Power band from 1500-6500 rpm
- Appropriate for any street/performance, muscle car, truck, or street rod enthusiast. May require an aftermarket hood for some vehicle applications.
- Cast aluminum construction
- Intended for use on all GM LS Gen III or IV engines (recalibration of the ECU may be required when using this intake manifold design with OE ECU).



Part#	Description
300-126	All GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads - 1 x 92mm GM LS throttle body opening
300-135	All GM LS Gen III or IV engines equipped with LS3/L92 style rectangular port heads - 1 x 92mm GM LS throttle body opening
534-220	EFI Fuel Rail kit for 300-134 & 300-135

NEW!

Holley®



LS SINGLE PLANE EFI AND CARBURETED INTAKE MANIFOLDS

- 2500 - 7000 RPM Power Band
- 4150 Square bore carb/TBI flange
- Optimized runner layout and constant cross sectional area - broad torque curve, best vehicle performance from 2500 - 7000 rpm
- Minimum carb flange height - fits in vehicles with minimum hood modifications
- Cast aluminum construction - great manifold for centrifugal blower, turbocharged, or NOS mild power adder applications
- Available in carbureted or port EFI versions - Allows EFI installation without fabrication required
- Efficient casting design - light weight, consistent wall thicknesses, improved casting quality

Part#	Description
300-131	Carbureted, GM LS Gen III LS3/L92 Single-Plane Intake Manifold, [All GM LS Gen III or IV engines equipped with LS3/L92 style rectangular port cylinder heads]
300-132	Carbureted, GM LS Gen III LS1/LS2/LS6 Single Plane Intake Manifold, [All GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads]
300-136	EFI, GM LS Gen III LS3/L92 Single-Plane Intake Manifold, [All GM LS Gen III or IV engines equipped with LS3/L92 style rectangular port cylinder heads]
300-137	EFI, GM LS Gen III LS1/LS2/LS6 Single Plane Intake Manifold, [All GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads]
534-218	EFI Fuel Rail Kit for 300-136
534-219	EFI Fuel Rail Kit for 300-137

Dimensions:

- Carb/throttle body flange fore / aft spacing - 8-5/8" C to C
- 300-131 & 300-136 - [A height] A = 5.42" to the lifter valley cover flange at the engine block front flange and bell housing flange; Port size = 2.50" Height x 1.15" wide; mounting flange gasket type - o-ring
- 300-132 & 300-137 - [A height] A = 4.95" to the lifter valley cover flange at the engine block front flange and bell housing flange; Port size = 2.659" Height x 0.918" wide; mounting flange gasket type - o-ring

Holley®

MODULAR “HI-RAM” STYLE INTAKE SYSTEMS

- The Holley Modular Hi-Ram Style Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram style intake with the high flowing cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost.
- Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- The base is designed to be modular in configuration to accept a wide range of carbureted and EFI tops and to be attractive to builders and fabricators as the foundation for custom induction systems.
- Runner length and the tapered cross-section was designed to perform well for a wide range of engine configurations
- EFI fuel rails feature -8 fittings with passages large enough to accommodate high fuel flows and dampen pressure pulsations in the fuel system and come standard with EFI Hi-Ram style kits.
- Cast aluminum construction.
- Intended for use on N/A or forced induction engines in the 6.0 to 7.0+ liter range, max power at 7000-8000+RPM.

NOTE: The following parts should be used for the following applications: Racing/Performance/Street Rodder where hood restrictions are NOT a consideration.

Part#	Description
300-112	LS3/L92 Carbureted Hi-Ram Style Intake, 2 x 4500 Dominator (sideways mount)
300-114	LS3/L92 EFI Hi-Ram Style Intake, 2 x 4500 (2 x 2000cfm sideways or inline mounting)
300-113	LS3/L92 Carbureted Hi-Ram Style Intake, 2 x 4150 (sideways and inline mounting)
300-115	LS3/L92 EFI Hi-Ram Style Intake, 2 x 4150 (2 x 1000cfm sideways or inline mounting)
300-116	LS3/L92 EFI Hi-Ram Style Intake with 1 x 92mm GM LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward)
NEW! 300-116BK	LS3/L92 EFI Hi-Ram Style Intake with 1 x 92mm GM LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward) - Hi-Temp Black Ceramic Coating
300-117	LS3/L92 EFI Hi-Ram Style Intake with 1 x 105mm GM LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward)
NEW! 300-117BK	LS3/L92 EFI Hi-Ram Style Intake with 1 x 105mm GM LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward) - Hi-Temp Black Ceramic Coating
300-118	LS3/L92 Carbureted Hi-Ram Style Intake with Blank Configurable Top
300-119	LS3/L92 EFI Hi-Ram Style Intake with Blank Configurable Top
300-122	LS1/2/6 Hi-Ram EFI Intake, 92mm LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward)
NEW! 300-122BK	LS1/2/6 Hi-Ram EFI Intake, 92mm LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward) - Hi-Temp Black Ceramic Coating
300-123	LS1/2/6 Hi-Ram EFI Intake, 105mm LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward)
NEW! 300-123BK	LS1/2/6 Hi-Ram EFI Intake, 105mm LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward) - Hi-Temp Black Ceramic Coating
300-124	LS7 Hi-Ram EFI Intake, 92mm LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward)
300-125	LS7 Hi-Ram EFI Intake, 105mm LS throttle body opening - Longitudinal Mount Plenum Top (top can be mounted forward or backward)

300-114

300-113

300-115

300-112

NEW!

NEW!

NEW!

NEW!

**NOW
AVAILABLE
IN HI-TEMP
BLACK
CERAMIC!**

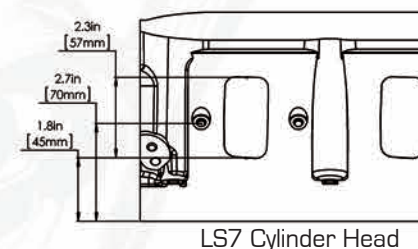
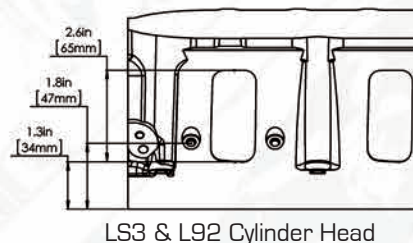
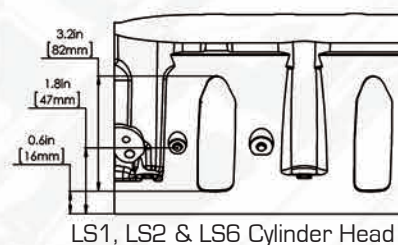
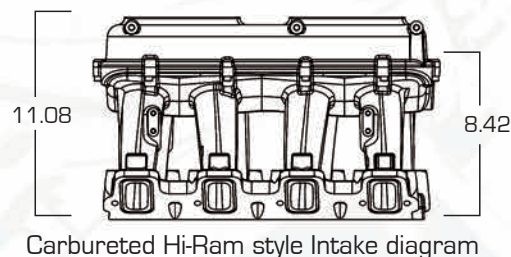
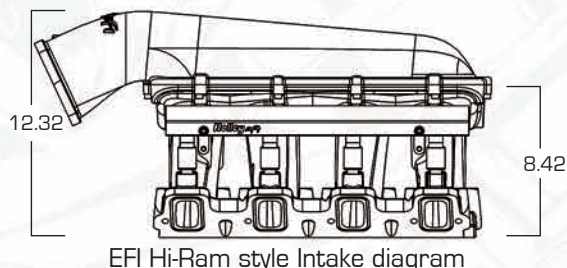
300-116BK

300-116

300-118

Dimensions:

- Height (Carbureted or EFI, 2x4V Top Mount & Blank) – 11.08" to the lifter valley cover flange on engine block.
- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/105mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- LS1/2/6 Port Size – 3.18" Height including tunnel x .98" Wide
- LS3 Port Size – 2.49" Height x 1.21" Wide
- LS7 Port Size – 2.33" Height x 1.30" Wide

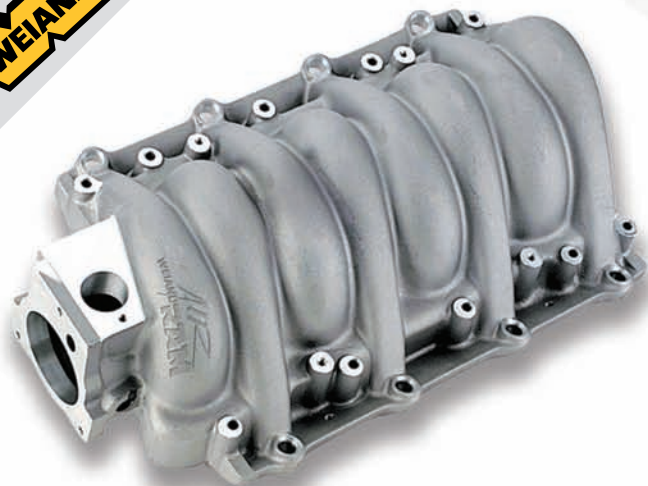


NOTE: For more product dimensions, go to specific product page at www.holley.com.

BASES & TOPS ONLY FOR ASSEMBLY OF MODULAR "HI-RAM" STYLE INTAKES



Part#	Description
300-213	LS3/L92 Carbureted Base Only
300-214	LS3/L92 EFI Base Only
300-226	LS1/2/6 Hi-Ram Carb Intake Base Only
300-227	LS1/2/6 Hi-Ram EFI Intake Base Only
300-228	LS7 Hi-Ram Carb Intake Base Only
300-229	LS7 Hi-Ram EFI Intake Base Only
300-217	Blank configurable Top only
300-215	2 x 4500 Top Only, up to 2" Throttle Bores
300-216	2 x 4150 Top Only
300-220	Lower to top Mounting flange (For use when fabricating a sheet metal top)
300-218	1 x 92mm GM LS Throttle Valve Top Only
NEW! 300-218BK	1 x 92mm GM LS Throttle Valve Top Only - Hi-Temp Black Ceramic Coating
300-219	1 x 102mm GM LS Throttle Valve Top Only
300-232	1 x 105mm GM LS Throttle Valve Top Only
NEW! 300-232BK	1 x 105mm GM LS Throttle Valve Top Only - Hi-Temp Black Ceramic Coating
300-222	102mm Throttle Body flange (For use when fabricating a sheet metal top)
300-221	92mm Throttle Body flange (For use when fabricating a sheet metal top)
300-223	2 x 4500, up to 2.25" Throttle Bores Top Only



LS1 INTAKE MANIFOLDS

- Fits LS-1 & LS6 cylinder heads
- Perfect for 5.3 & 6.0L truck engine transplants
- Produces gains of up to 25hp over stock plastic intakes
- Designed to handle blow-through superchargers and turbochargers in custom applications
- Cast aluminum construction allows for easy plumbing of NOS Fogger nitrous systems
- Available in satin & polished coated
- Fully CNC machined for a perfect fit
- Comes with provisions for EGR (block-off plate is available)
- Utilizes stock fuel rails, crossover lines and throttle body

*Great for
Forced Induction!*

Part#	Description
300-111	LS1 - High flow aluminum, satin
300-111P	LS1 - High flow aluminum, polished

Holley



534-203

MODULAR "HI-RAM" STYLE INTAKE SYSTEMS - SERVICE PARTS

Part#	Description
300-225	Mounting Stud Kit, LS3 and LS cathedral port Hi-Ram
508-20	Gasket - 90/102mm throttle body
508-21	O-ring cord replacement for Hi-Ram plenum flange
508-22	O-ring set for LS3 Hi-Ram port flanges
508-23	O-ring set for LS1 Dual-Quad port flanges (300-120 & 300-121)
534-203	Fuel rail kit, LS3/LS7 for EFI Hi-Rams or when adding EFI to single plane manifolds
534-204	Fuel rail kit, LS1 for Dual-Quad and cathedral port Hi-Ram
534-206	AN -8 Hi-flow fuel rail extrusion - 12"
534-207	AN -8 Hi-flow fuel rail extrusion - 18"
534-208	AN -8 Hi-flow fuel rail extrusion - 36"
534-213	Connector Kit for Holley EFI Stealth Ram Power Pack Kits
300-230	LS7 Fuel Rail Mount Adapter Kit



534-210

FUEL RAIL KITS FOR STOCK FACTORY LS INTAKES

Part#	Description
534-209	LS Hi-Flow Fuel Rails - Fits LS1, LS2, LS3, LS6 & L99 factory intakes
534-210	LS Hi-Flow Fuel Rail Kit - Includes Hose & Fittings - Fits LS1, LS2, LS3, LS6 & L99 factory intakes
534-211	LS Hi-Flow Fuel Rail Adapter Kit

Holley



HP™ & DOMINATOR™ BILLET FUEL PUMPS

Holley's new Billet In-Line Fuel Pumps can supply the fuel to nearly any engine imaginable – carbureted or fuel injected! They're available to cover stock street machines all the way up to 2,100 horsepower race cars and anything in between. Match them with our new billet regulators and fuel filters and take the guesswork out of building the right fuel system for your project!

HP™ & DOMINATOR™ KEY FEATURES

- Billet aluminum construction for durability & good looks
- Excellent for use with carbureted or EFI applications
- Fully submersible in-tank for custom applications, space savings and less plumbing
- Compatible with 12v to 18.5v systems for street or race use
- Proven durability beyond 3,000 hours in gasoline or diesel fuels

HP™ KEY FEATURES - SPECIFIC

- -8 AN O-ring inlet/outlet for high flow and superior sealing
- Compact (7.5" Long x 3" Wide x 2.75" Tall) for easy installation on frame rails or other tight areas
- Weighs only 3.1 lbs.

DOMINATOR™ KEY FEATURES - SPECIFIC

- Twin pump design allows the use of both pumps simultaneously or independently
- -second pump can be activated on demand for power adders such as nitrous or boost - Patent Pending
- -10 AN O-ring inlet/outlet for high flow and superior sealing
- Compact (7.5" Long x 5" Wide x 2.5" Tall) for easy installation on frame rails or other tight areas
- Weighs only 5.1 lbs.

	Part Number	Horsepower	Description
NEW!	12-600	Up to 600 EFI Up to 750 Carb	HP™ In-line Fuel Pump
	12-890	Up to 900 EFI Up to 1050 Carb	HP™ In-line Fuel Pump (Hi-Flow)

	Part Number	Horsepower	Description
NEW!	12-1200	Up to 1200 EFI Up to 1450 Carb	Dominator™ In-line Fuel Pump
NEW!	12-1200-2	Up to 1200 EFI Up to 1450 Carb	Dominator™ In-line Fuel Pump - Dual Inlet Ports
	12-1800	Up to 1800 EFI Up to 2100 Carb	Dominator™ In-line Fuel Pump (Hi-Flow)
NEW!	12-1800-2	Up to 1800 EFI Up to 2100 Carb	Dominator™ In-line Fuel Pump (Hi-Flow) - Dual Inlet Ports

EARL'S
PERFORMANCE PLUMBING



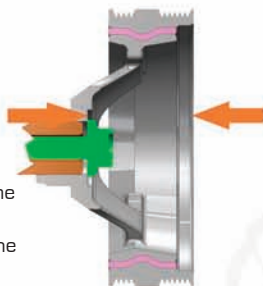
QUICK DISCONNECT ADAPTER FITTINGS

- Adapts popular GM, Ford and Chrysler factory 3/8" male fuel connections to -6 & -8 AN
- Utilizes reliable factory-style metal internal and external redundant retainers which assures connection will not snap loose as seen with plastic versions
- O-ring material developed specifically for the same application on factory vehicles to tolerate today's fuel additives and E85
- One hand "click" connection to factory fuel rails and lines

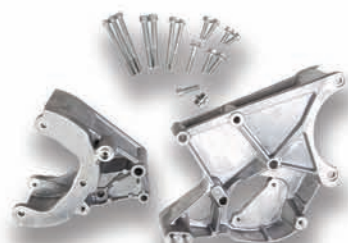
Part No.	Description
991966ERL	O.E. -6 to 3/8" QUICK CONNECT Fuel Fitting
991986ERL	O.E. -8 to 3/8" QUICK CONNECT Fuel Fitting
AT991966ERL	Ano-Tuff -6 to 3/8" QUICK CONNECT Fuel Fitting
AT991986ERL	Ano-Tuff -8 to 3/8" QUICK CONNECT Fuel Fitting



Step one is to determine your belt alignment based on your crank pulley position on the engine you have.



Step two is to choose the Holley accessory drive brackets that you need (A/C, Alt & P/S or both)



20-131



20-133



20-134



20-132



20-135

Step three is to see which Holley installation kit your set-up requires to line up your accessories with your crank pulley position. Refer to Fitment Matrix.



21-1



21-2



21-3

ACCESSORY DRIVE BRACKETS FOR GM LS ENGINES

Holley's accessory drive kits for GM LS engines offer simple, clean, cost effective solutions that solve the accessory drive challenges encountered when swapping a GM LS engine into a muscle car, truck, hot rod or other vehicle. These brackets were designed to deliver a factory style appearance, correct belt alignment and factory stability.

- The most cost effective LS bracket solution on the market!
- Universal brackets fit virtually all common LS engines regardless of water pump and harmonic balancer offsets reducing cost and complexity compared to competitive products
- Simple, dedicated installation kits allow easy fitment to Corvette, F-Body or Truck drive offsets
- Utilizes commonly available and affordable GM alternators, power steering pumps & A/C compressors
- Kits available with or without A/C provisions
- A/C brackets position the compressor high above the cross-member but below the hood line for easy installation and great looks
- A/C brackets are also a bolt on solution to relocate A/C compressor on engines using a GM Corvette or other factory accessory drive
- OEM quality natural finish die castings for clean looks and durability. Can be polished, coated, painted or plated.
- OEM spec flanged head hardware included to match your factory LS engine hardware
- Ideal for crate engines, take out motors and engine builders!

Holley's kits supply the required brackets and hardware needed for installation, but allow you to choose the source for supplemental accessories and components that are often already on the donor engine or host vehicle. Whether sourcing from the salvage yard, the local auto parts store, your GM parts dealer, or Holley, you pick the accessories that match your needs and budget!

A Fitment And Required Components Guide helps you locate and source components and provides other notes and helpful hints. Three easy steps will get you going. Step one is to determine your belt alignment based on your crank pulley position on the engine you have. Step two is to choose the Holley accessory drive brackets that you need (A/C, Alt & P/S or both). Step three is to see which Holley installation kit your set-up requires to line up your accessories with your crank pulley position. An application specific installation kit (part # 21-1, 21-2, or 21-3) is REQUIRED for most applications.

FITMENT MATRIX

Universal Bracket Kit			Installation Kit		
			Standard (Short) [Vette / CTS-V / G8]	Middle (F-Body / GTO)	Long (Truck & '10-up Camaro)
20-131 *	Passenger & Driver Side Brackets (Alt, P/S & A/C)	Fits R4 Compressor	21-1	21-2	21-3
20-132 *	Passenger & Driver Side Brackets (Alt, P/S & A/C)	Fits Sanden SD508 or SD7 Comp.	21-1	21-2	21-3
20-133 *	Passenger's Side Bracket Only (A/C)	Fits R4 Compressor	21-1	21-2	21-3
20-134 *	Passenger's Side Bracket Only (A/C)	Fits Sanden SD508 or SD7 Comp.	21-1	21-2	21-3
20-135 **	Driver's Side Bracket Only (Alt. & P/S)		N/A	21-2	21-3

* Requires application specific installation kit

** May require application specific installation kit



Now available from Holley are complete kits that have everything needed for the application including the brackets, pulleys, and accessories. A/C, P/S, Alternator complete systems even comes with the belt which is of course manufactured by an OEM supplier (Bando). Already have the P/S pump and alternator system from the donor truck or car engine? There are three complete A/C brackets kits that move the compressor up high and away from the frame rail (no more notching!). Or if you don't want A/C, or want to use the factory mounted LS A/C, there is a complete driver's side P/S, Alternator kit for you.

COMPLETE ACCESSORY DRIVE KITS FOR GM LS ENGINES

Part #	Description
20-136	Complete accessory drive system includes R4 A/C compressor, alternator, PSP & belt (includes 20-131 bracket, requires application specific belt alignment space kit)
20-137	Complete accessory drive system includes SD508 A/C compressor, alternator, PSP & belt (includes 20-132 bracket, requires application specific belt alignment spacer kit)
20-138	Complete accessory drive system includes SD7 A/C compressor, alternator, PSP & belt (includes 20-132 bracket, requires application specific belt alignment space kit)
20-140	A/C bracket system includes R4 A/C compressor (for use with factory alternator/PSP brackets) (includes 20-133 bracket, requires application specific belt alignment space kit) - Passenger's side
20-141	A/C bracket system includes SD508 A/C compressor (for use with factory alternator/PSP brackets) (includes 20-134 bracket, requires application specific belt alignment spacer kit) - Passenger's side
20-142	A/C bracket system includes SD7 A/C compressor (for use with factory alternator/PSP brackets) (includes 20-134 bracket, requires application specific belt alignment spacer kit) - Passenger's side
20-143	Alt/PSP bracket system complete (for non A/C or OE LS A/C applications) (includes 20-135 bracket, requires application specific belt alignment spacer kit) - Driver's side



20-136



20-137



20-138



20-141



20-140



20-142



20-143



ACCESSORIES FOR ACC. DRIVES

Holley Alternators, A/C compressors, P/S pumps and other accessories are of the highest quality, many of which are the same OE components found on production cars today.

ACCESSORY PLUG- PIGTAILS Although versions of these are commonly available, Holley has taken them to the next level by adding features.

Part # **197-400**

AD style alternator plug-pigtail incorporates a Weather Pack style seal and an in-line resistor that allows but does not require a charge light in this exciter circuit. The exciter wire as it leaves the alternator plug is blacked out so that little bit of wire going into you flex loom isn't as noticeable.

Part # **199-200**

R4 style plug- pigtails is the later style round pin type that incorporates the Weather Pack style seal.

POWER STEERING RESERVOIR KIT

Part # **198-200**

includes everything needed to add a Corvette power steering fluid reservoir to any of Holley's driver's side LS accessory drive brackets. (GM)

TENSIONER

Part # **97-151**

aluminum Tensioner and grooved Pulley with ball bearing (Gates Brand)

PULLEYS

Part # **97-150**

Idle Pulley, Smooth, 2.992" DI

Part # **97-153**

Idle Pulley, Grooved, 59mm DI

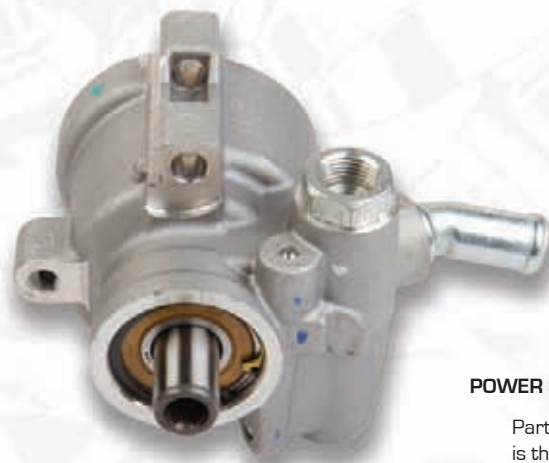
Part # **97-152**

Pulley, P/S Pump, LS



ALTERNATOR

Part # **197-301**
large case alternator produces, if needed, over 130 amps at cruising rpms. This accessory shines at idle producing amps for those stand stills in traffic with both electric cooling fans on. Good voltage doesn't have to be something you only see on the interstate. [WAI]



POWER STEERING PUMP

Part # **198-100**
is the same aluminum pump found on the C6 Corvette, so you know it is performance ready! [GM]



A/C COMPRESSORS

Part # **199-100**
R4 compressor is optimized for LS engines with its large 5" pulley to help prevent over RPMs. Other features include Weather Pack clutch connector, 5/8 sealing washer manifold and a port for adding a pressure safety switch if desired. [manufactured by Four Seasons]



Part # **199-101**
SD508 design is the all-time most popular compressor for retro fitted A/C systems. There are many knock offs of this design but they are no comparison to the OE Sanden quality of this unit. Its large capacity will support the most mammoth of cars and trucks. [manufactured by Sanden]



Part # **199-102**
SD7 is the compact high performer of the Holley compressors. It tolerates bursts of higher RPM better than other compressors and has a lightweight clean design. This also is an OE manufactured compressor. [Sanden]



Holley Oil Pan Part # 302-2 works with all applications except Nissan applications

LS SWAP PRODUCT COMPATIBILITY CHART

Holley and Hooker have partnered together to offer the most versatile and complete swap kits on the market. Key components like motor mounts, transmission cross-members, headers (or cast manifolds) and complete exhaust systems are now available to make LS engine swaps easier than ever. For full descriptions see component description pages in the catalog.

* Adapter kit available for bolt on connection to Hooker exhaust systems

** Connects directly to 3" Hooker exhaust system for this application. Connection to 2.5" Hooker exhaust system requires 42107HKR adapter kit

	MILD STEEL MID-LENGTH HEADERS			MILD STEEL FULL-LENGTH HEADERS			STAINLESS STEEL HEADERS	
	BLACK PAINTED	SILVER CERAMIC	BLACK CERAMIC	BLACK PAINTED	SILVER CERAMIC	BLACK CERAMIC	MID-LENGTH	FULL-LENGTH
1967-69 F-BODY (CAMARO, FIREBIRD) / 1968-74 X-BODY (NOVA, VENTURA, APOLLO)*								
Stock LS1 / LS6 / LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance, <u>1-3/4" primary tubing</u>	2473HKR* 2.5" collectors	2473-1HKR* 2.5" collectors	2473-3HKR* 2.5" collectors	2275HKR** 3" collectors	2275-1HKR** 3" collectors	2275-3HKR* 3" collectors	2473-7HKR* 2.5" collectors	2275-7HKR** 3" collectors
Hot LS1 / LS6 / LS2 and stock LS3 / LS7, 6.2 L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring max. ground clearance <u>1-7/8" primary tubing by 3" collector</u>	2474HKR*	2474-1HKR*	2474-3HKR*	2276HKR**	2276-1HKR**	2276-3HKR**	2474-7HKR*	2276-7HKR**
1970-74 F-BODY (CAMARO, FIREBIRD)								
Stock LS1 / LS6 / LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance <u>1-3/4" primary tubing</u>	2471HKR* 2.5" collectors	2471-1HKR* 2.5" collectors	2471-3HKR* 2.5" collectors	2297HKR** 3" collectors	2297-1HKR** 3" collectors	2297-3HKR** 3" collectors	2471-7HKR* 2.5" collectors	2297-7HKR** 3" collectors
Hot LS1 / LS6 / LS2 and stock LS3 / LS7, 6.2 L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring max. ground clearance <u>1-7/8" primary tubing by 3" collector</u>	2472HKR*	2472-1HKR*	2472-3HKR*	2298HKR**	2298-1HKR**	2298-3HKR**	2472-7HKR*	2298-7HKR**
1975-81 F-BODY 2ND GEN. (CAMARO, FIREBIRD)								
Stock LS1 / LS6 / LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance <u>1-3/4" primary tubing</u>	2471HKR* 2.5" collectors	2471-1HKR* 2.5" collectors	2471-3HKR* 2.5" collectors	2295HKR** 3" collectors	2295-1HKR** 3" collectors	2295-3HKR** 3" collectors	2471-7HKR* 2.5" collectors	2295-7HKR** 3" collectors
Hot LS1 / LS6 / LS2 and stock LS3 / LS7, 6.2 L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring max. ground clearance <u>1-7/8" primary tubing by 3" collector</u>	2472HKR*	2472-1HKR*	2472-3HKR*	2296HKR**	2296-1HKR**	2296-3HKR**	2472-7HKR*	2296-7HKR**
1978-87 GM G-BODY (GM MONTE CARLO/MALIBU/EL CAMINO/CUTLASS/GRAND PRIX/REGAL/BONNEVILLE)								
Stock LS1 / LS6 / LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance <u>1-3/4" primary tubing</u>	2480HKR* 2.5" collectors	2480-1HKR* 2.5" collectors	2480-3HKR* 2.5" collectors	2332HKR** 3" collectors	2332-1HKR** 3" collectors	2332-3HKR** 3" collectors	2480-7HKR* 2.5" collectors	2332-7HKR** 3" collectors
Hot LS1 / LS6 / LS2 and stock LS3 / LS7, 6.2 L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring max. ground clearance <u>1-7/8" primary tubing by 3" collector</u>	2481HKR*	2481-1HKR*	2481-3HKR*	2333HKR**	2333-1HKR**	2333-3HKR**	2481-7HKR*	2333-7HKR**
1973-87 CHEVY/GMC TRUCKS (1/2, 3/4 TON, 2WD)								
Stock LS1 / LS6 / LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance <u>1-3/4" primary tubing</u>	2478HKR* 2.5" collectors	2478-1HKR* 2.5" collectors	2478-3HKR* 2.5" collectors	2332HKR** 3" collectors	2332-1HKR** 3" collectors	2332-3HKR** 3" collectors	2478-7HKR* 2.5" collectors	2332-7HKR** 3" collectors
Hot LS1 / LS6 / LS2 and stock LS3 / LS7, 6.2 L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring max. ground clearance <u>1-7/8" primary tubing by 3" collector</u>	2479HKR*	2479-1HKR*	2479-3HKR*	2333HKR**	2333-1HKR**	2333-3HKR**	2479-7HKR*	2333-7HKR**
NISSAN S13								
Hot LS1 / LS6 / LS2, stock LS3 / LS7 / 6.2L Vortec truck or all supercharged LS1/Vortec engine swaps <u>1-7/8" primary tubing with 3" collectors</u>				8101HKR	8101-1HKR	8101-3HKR		8101-7HKR
NISSAN S14								
Hot LS1 / LS6 / LS2, stock LS3 / LS7 / 6.2L Vortec truck or all supercharged LS1/Vortec engine swaps <u>1-7/8" primary tubing with 3" collectors</u>				8101HKR	8101-1HKR	8101-3HKR		8101-7HKR

(1) Acceptable for engine up to 500 horsepower

(2) Full stainless exhaust system in 2.5 and 3" tubing for all applications up to 450 HP - exits under stock cut out in rear bumper, polished stainless steel dual/split 3" exhaust tip.

(3) Polished tail pipe kits offered for a variety of different applications - see text.

(4) Connects directly to Hooker long tube LS swap headers for this application, Hooker mid length headers require available adapter tube kits for connection

(5) LS engine/T56 transmission swap mounting kit - zinc plated/black powder coat

(6) Also fits canadian market Arcadian vehicles

(7) Finished in Black powder coat

(8) Designed for 4L60, 4L65, 4L70 and 4L75 GM transmission only

(9) Designed for GM F-body and GTO T-56 / Tremec T-56 Magnum manual transmissions

(10) Requires available Hooker adapter tube kits for connection to Hooker long tube headers and mid length headers for this application

(11) Designed for 4L80 GM transmission only

CAST IRON EXHAUST MANIFOLDS					EXHAUST SYSTEMS	X-BODY EXHAUST SYSTEMS	ENGINE MOUNTING BRACKET/KITS	LS SWAP TRANSMISSION CROSSMEMBERS
RAW FINISH	SILVER CERAMIC	BLACK CERAMIC	TITANIUM CERAMIC FINISH	CAST IRON GRAY CERAMIC FINISH	NATURAL FINISH	NATURAL FINISH		
					42503HKR ⁽¹⁰⁾ 2.5" tubing 42504HKR ⁽⁴⁾ 3" tubing	42505HKR ⁽¹⁰⁾ 2.5" tubing 42507HKR ⁽⁴⁾ 3" tubing	12618HKR	12625HKR ^(7,8) auto trans 12627HKR ⁽¹¹⁾ auto trans 12626HKR ^(7,9) manual trans
					42503HKR ⁽¹⁰⁾ 2.5" tubing 42504HKR ⁽⁴⁾ 3" tubing	42505HKR ⁽¹⁰⁾ 2.5" tubing 42507HKR ⁽⁴⁾ 3" tubing	12618HKR	12625HKR ^(7,8) auto trans 12627HKR ⁽¹¹⁾ auto trans 12626HKR ^(7,9) manual trans
8501HKR ^{(1)*}	8501-1HKR ^{(1)*}	8501-3HKR ^{(1)*}	8501-4HKR ^{(1)*}	8501-5HKR ^{(1)*}	42501HKR ⁽¹⁰⁾ 2.5" tubing 42502HKR ⁽⁴⁾ 3" tubing		12512HKR	12614HKR ⁽⁷⁾ auto trans 12616HKR ⁽⁷⁾ for manual trans
8501HKR ^{(1)*}	8501-1HKR ^{(1)*}	8501-3HKR ^{(1)*}	8501-4HKR ^{(1)*}	8501-5HKR ^{(1)*}	42501HKR ⁽¹⁰⁾ 2.5" tubing 42502HKR ⁽⁴⁾ 3" tubing		12512HKR	12614HKR ⁽⁷⁾ auto trans 12616HKR ⁽⁷⁾ for manual trans
8501HKR ^{(1)*}	8501-1HKR ^{(1)*}	8501-3HKR ^{(1)*}	8501-4HKR ^{(1)*}	8501-5HKR ^{(1)*}	42501HKR ⁽¹⁰⁾ 2.5" tubing 42502HKR ⁽⁴⁾ 3" tubing		12613HKR	12614HKR ⁽⁷⁾ auto trans 12616HKR ⁽⁷⁾ manual trans
8501HKR ^{(1)*}	8501-1HKR [*]	8501-3HKR [*]	8501-4HKR [*]	8501-5HKR ^{(1)*}	42501HKR ⁽¹⁰⁾ 2.5" tubing 42502HKR ⁽⁴⁾ 3" tubing		12613HKR	12614HKR ⁽⁷⁾ auto trans 12616HKR ⁽⁷⁾ manual trans
8501HKR ^{(1)*}	8501-1HKR ^{(1)*}	8501-3HKR ^{(1)*}	8501-4HKR ^{(1)*}	8501-5HKR ^{(1)*}	42011HKR ⁽¹⁰⁾ 2.5" tubing 42012HKR ⁽⁴⁾ 3" tubing		12643HKR	12644HKR ⁽⁷⁾ auto trans
8501HKR ^{(1)*}	8501-1HKR [*]	8501-3HKR [*]	8501-4HKR [*]	8501-5HKR ^{(1)*}	42011HKR ⁽¹⁰⁾ 2.5" tubing 42012HKR ⁽⁴⁾ 3" tubing		12643HKR	12644HKR ⁽⁷⁾ auto trans
8501HKR ^{(1)*}	8501-1HKR ^{(1)*}	8501-3HKR ^{(1)*}	8501-4HKR ^{(1)*}	8501-5HKR ^{(1)*}	42537HKR ⁽¹⁰⁾ 2.5" tubing 42538HKR ⁽⁴⁾ 3" tubing		12645HKR	12646HKR ⁽⁷⁾ auto trans
8501HKR ^{(1)*}	8501-1HKR [*]	8501-3HKR [*]	8501-4HKR [*]	8501-5HKR ^{(1)*}	42537HKR ⁽¹⁰⁾ 2.5" tubing 42538HKR ⁽⁴⁾ 3" tubing		12645HKR	12646HKR ⁽⁷⁾ auto trans
8501HKR ^{(1)*}	8501-1HKR ^{(1)*}	8501-3HKR ^{(1)*}	8501-4HKR ^{(1)*}	8501-5HKR ^{(1)*}			12648HKR ⁽⁵⁾	included in 12648HKR
					9722HKR ⁽²⁾ 2.5" / 3" Tubing ^l		12654HKR ⁽⁵⁾	included in 12654HKR



2472-1HKR
Mid-Length



**ALSO AVAILABLE
IN DARKSIDES
BLACK CERAMIC!**

LS SWAP MILD STEEL MID-LENGTH & FULL-LENGTH HEADERS

- Premium fitment with optimized ground clearance
- Laser cut 3/8" flanges with flat-finished TIG welded port sealing
- Available with 1-3/4" or 1-7/8" primaries

GM SPECIFIC APPLICATION NOTES

- Premium fitment with industry-best ground clearance. The only 1970-74' and 1975-81' F-body specific header designs in the marketplace (long-tube headers)
- Designed and intended for installation only with Hooker LS swap engine mounting brackets and transmission crossmembers for these applications; will not install with any other brand of mounts
- Compatible with QuickTime™ bellhousings, mechanical clutch linkage (2nd-gen F-body only; requires custom Z-bar/pivot ball assembly), stock A/C evaporator case on firewall, straight boot spark plug wires and Holley LS swap oil pans and accessory drive brackets
- Long-tube headers connect directly to Hooker 3" exhaust system; connection of long-tube headers to Hooker 2.5" exhaust system, or Hooker mid-length headers to 2.5" or 3" exhaust system requires the use of an available mid-pipe kit
- Compatible only with stock height subframe/body mounts; installation with half-height mounts will require modification to vehicle floor panels. Not compatible with stock GM column shift linkage, must use Lokar™ or similar aftermarket cable or linkage assembly for column shifted applications

NISSAN SPECIFIC APPLICATION NOTES

- Compatible with all Hooker and Sikky brand mounting components for this vehicle application
- Bolt-in compatible with Hooker full exhaust system for this vehicle application (S14 cars only)

	BLACK PAINTED PART #	SILVER CERAMIC PART #	BLACK CERAMIC PART #	YEARS	DESCRIPTION	TUBE SIZE
	MID LENGTH HEADERS - 1967-69 GM F-BODY (Camaro, Firebird) / 1968-74 X-BODY (Nova, Ventura, Apollo)					
	2473HKR	2473-1HKR	2473-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance	1-3/4" x 2.5"
	2474HKR	2474-1HKR	2474-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"
	MID LENGTH HEADERS - 1970-81 GM F-BODY (Camaro, Firebird)					
	2471HKR	2471-1HKR	2471-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps requiring maximum ground clearance	1-3/4" x 2.5"
	2472HKR	2472-1HKR	2472-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"
NEW!	MID LENGTH HEADERS - 1978-87 GM G-BODY (GM Monte Carlo/Malibu/El Camino/Cutlass/Grand Prix/Regal/Bonneville)					
	2480HKR	2480-1HKR	2480-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2481HKR	2481-1HKR	2481-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps	1-7/8" x 3"
NEW!	MID LENGTH HEADERS - 1973-87 Chevy/GMC Trucks (1/2, 3/4 TON, 2WD)					
	2478HKR	2478-1HKR	2478-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2479HKR	2479-1HKR	2479-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps	1-7/8" x 3"
	FULL LENGTH HEADERS - 1967-69 GM F-BODY (Camaro, Firebird) / 1968-74 X-BODY (Nova, Ventura, Apollo)					
	2275HKR	2275-1HKR	2275-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2276HKR	2276-1HKR	2276-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"
	FULL LENGTH HEADERS - 1970-81 GM F-BODY (Camaro, Firebird)					
	2295HKR	2295-1HKR	2295-3HKR	1975-81	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2296HKR	2296-1HKR	2296-3HKR	1975-81	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps	1-7/8" x 3"
	2297HKR	2297-1HKR	2297-3HKR	1970-74	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2298HKR	2298-1HKR	2298-3HKR	1970-74	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps	1-7/8" x 3"
NEW!	FULL LENGTH HEADERS - 1978-87 GM G-BODY (GM Monte Carlo/Malibu/El Camino/Cutlass/Grand Prix/Regal/Bonneville)					
	2332HKR	2332-1HKR	2332-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2333HKR	2333-1HKR	2333-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps	1-7/8" x 3"
NEW!	FULL LENGTH HEADERS - 1973-87 Chevy/GMC Trucks (1/2, 3/4 TON, 2WD)					
	2332HKR	2332-1HKR	2332-3HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"
	2333HKR	2333-1HKR	2333-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock 6.2L (L92) Vortec truck, stock LS3/LS7 or all supercharged LS/Vortec engine swaps	1-7/8" x 3"
	FULL LENGTH HEADERS - 1989-98 NISSAN (240SX)					
	8101HKR	8101-1HKR	8101-3HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps	1-7/8" x 3"



2296-7HKR
Full-Length

LS SWAP STAINLESS STEEL MID-LENGTH & FULL-LENGTH HEADERS

- 100% 304ss stainless steel construction
- Available with 1-3/4" or 1-7/8" primaries
- Flat-finished/TIG welded investment cast port flanges, CAD/CFD designed one-piece merge collectors and investment cast spears

GM SPECIFIC APPLICATION NOTES

- Premium fitment with industry-best ground clearance
- Designed and intended for installation only with Hooker LS swap engine mounting brackets and transmission crossmembers for these applications; will not install with any other brand of mounts
- Compatible with QuickTime™ bellhousings, mechanical clutch linkage (2nd-gen F-body only; requires custom Z-bar/pivot ball assembly), stock A/C evaporator case on firewall, straight boot spark plug wires and Holley LS swap oil pans and accessory drive brackets
- Long tube headers connect directly to Hooker 3" exhaust system ; connection of long tube headers to Hooker 2.5" exhaust system, or Hooker mid-length headers to 2.5" or 3" exhaust system requires the use of an available mid-pipe kit - see page 33
- Compatible only with stock height subframe/body mounts; installation with half-height mounts will require modification to vehicle floor panels. Not compatible with stock GM column shift linkage, must use Lokar™ or similar aftermarket cable or linkage assembly for column shifted applications

NISSAN SPECIFIC APPLICATION NOTES

- Compatible with all Hooker and Sikky brand mounting components for this vehicle application
- Bolt-in compatible with Hooker full exhaust system for this vehicle application (S14 cars only)

	Part#	Years	Description	Tube Size	Finish
NEW!	Mid Length Headers - 1967-69 GM F-Body (Camaro, Firebird) / 1968-74 X-body (Nova, Ventura, Apollo)				
	2473-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 2.5"	Natural
	2474-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Mid Length Headers - 1970-81 GM F-Body (Camaro, Firebird)				
	2471-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 2.5"	Natural
	2472-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Mid Length Headers - 1978-87 GM G-BODY (GM Monte Carlo/Malibu/El Camino/Cutlass/Grand Prix/Regal/Bonneville)				
	2480-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"	Natural
	2481-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Mid Length Headers - 1973-87 Chevy/GMC Trucks (1/2, 3/4 TON, 2WD)				
	2478-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 2.5"	Natural
	2479-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Full Length Headers - 1967-69 GM F-Body (Camaro, Firebird) / 1968-74 X-body (Nova, Ventura, Apollo)				
	2275-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"	Natural
	2276-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Full Length Headers - 1970-81 GM F-Body (Camaro, Firebird)				
	2295-7HKR	1975-81	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"	Natural
	2296-7HKR	1975-81	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	2297-7HKR	1970-74	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"	Natural
	2298-7HKR	1970-74	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Full Length Headers - 1978-87 GM G-BODY (GM Monte Carlo/Malibu/El Camino/Cutlass/Grand Prix/Regal/Bonneville)				
	2332-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"	Natural
	2333-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Full Length Headers - 1973-87 Chevy/GMC Trucks (1/2, 3/4 TON, 2WD)				
	2332-7HKR	All	Stock LS1/LS6/LS2 or 5.3L-6.0L Vortec truck engine swaps	1-3/4" x 3"	Natural
	2333-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps requiring maximum ground clearance	1-7/8" x 3"	Natural
NEW!	Full Length Headers - 1989-98 Nissan 240SX				
	8101-7HKR	All	Hot LS1/LS6/LS2 (cam, heads, nitrous), stock LS3/ 6.2L (L92) Vortec truck or all supercharged LS/Vortec engine swaps	1-7/8" x 3"	Natural



LS SWAP HEADERS - FULL-LENGTH

Hooker has a complete line of LS engine swap headers for popular applications. Hooker swap Headers and mounts are designed to provide an exact fit when used together. Hooker swap Headers add the extra horsepower and torque the serious enthusiast demands. These headers and LS engine mounts position the bellhousing in the stock location for easy installation. Available in high-temp black paint, standard silver ceramic as well as Hooker's new Darkside™ black ceramic and "Titanium" look ceramic finishes!

2289-1HKR

"TITANIUM"
CERAMIC
COATED!

Part#	Description
2289HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", painted
2289-1HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", coated
2289-3HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", "Darkside" black ceramic
2289-4HKR	LS 1968-72 Chevy Chevelle, Malibu, El Camino; Buick Grand Sport, Skylark; Oldsmobile Cutlass 442, 1-3/4", "Titanium" ceramic coated
2292HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", painted (stock steering box or Saginaw 605 steering box)
2292-1HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", coated (stock steering box or Saginaw 605 steering box)
2292-3HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", "Darkside" black ceramic (stock steering box or Saginaw 605 steering box)
2292-4HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", "Titanium" ceramic coated (stock steering box or Saginaw 605 steering box)
2293HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", painted (w/ Unisteer rack and pinion steering)
2293-1HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", coated (w/ Unisteer rack and pinion steering)
2293-3HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", "Darkside" black ceramic (w/ Unisteer rack and pinion steering)
2293-4HKR	LS [all exc. LS7] 1955-57 Chevy, 1-3/4", "Titanium" ceramic coated (w/ Unisteer rack and pinion steering)



Cast Iron
Gray Finish



Raw
Finish



Silver
Ceramic Finish



Black
Ceramic Finish



Titanium
Ceramic Finish

LS SWAP CAST IRON EXHAUST MANIFOLDS

- Intended for GM LS engine swap applications as listed, where durability, OE appearance and leak-free sealing is desired (not recommended for use on LS7, LS9 or GMPP CNC L92 cylinder heads)
- Recommended for high performance engines up to 500 horsepower (For optimum high rpm performance see Hooker long tube engine swap headers)
- Tight tucked in design provides universal fit for most popular chassis and accessories delivering a clean traditional muscle car appearance - ideal for GM E-Rod installations
- Free-flowing design delivers improved engine performance and catalytic converter efficiency
- Cast from Hi-Silicon-Moly Ductile Iron to provide durability and corrosion resistance
- 2-bolt exit flange configuration matches 2010 Camaro (also the same as the E-Rod exhaust manifolds) which can be used with OE gaskets and fasteners if desired, for an OE quality seal
- 2.25" outlet diameter
- 304 stainless steel mating flanges included (mating flange fasteners are not included)
- Available in plain as-cast finish or with various Hooker ceramic coatings which reduces engine compartment temp and improves corrosion resistance
- Perfect complement to Hooker engine swap mount plates and Holley engine swap oil pans

Part #	Description
8501HKR	LS Exhaust manifold - Raw Finish
8501-1HKR	LS Exhaust manifold - Silver Ceramic Finish
8501-3HKR	LS Exhaust manifold - Black Ceramic Finish
8501-4HKR	LS Exhaust manifold - Titanium Ceramic Finish
8501-5HKR	LS Exhaust manifold - Cast Iron Gray Ceramic Finish



SUPER COMPETITION BLOCK HUGGERS

Street Rod/Universal SUPER COMPETITION Headers are great for custom car, truck, or street rod where a specific fit tuned SUPER COMPETITION header is not available. They work great for those tight-fit installations where frame rails are close to the engine block. Stock engine mounts can be used. Because the collector exits parallel with the oil pan rail, maximum ground clearance is allowed. These Headers come complete with gaskets, header bolts and collector reducers. These Headers come available in stainless, high heat resistant black paint or Hooker's Metallic Ceramic Thermal Barrier Coating.

Part#	Description
2312HKR	LS1 Block Hugger Header - Black
2313HKR	LS1 Block Hugger Header - Ceramic Coated
2314HKR	LS1 Block Hugger Header - Stainless



LATE MODEL CHEVY LS HEADERS FULL-LENGTH

- Big 1-7/8" (Super Competition) or 1-3/4" (Competition) tuned length primary tubes
- Super Competition version features a 3" slip-fit Power Spear™ collector for efficient high RPM scavenging and reduced backpressure
- Competition version features a 3" slip-fit long transition 9" conventional collector for efficient scavenging and reduced backpressure
- Made of sturdy 18 (Super Competition) or 16 (Competition) gauge tube
- Precision machined 3/8" head flange for perfect sealing
- Tight tuck collector designs make it easier to lower vehicle
- Offered in high temp black paint, metallic ceramic coated or 304 stainless steel



Part#	Description - Camaro/Firebird
2290HKR	1998-99 Camaro/Firebird , LS1 , 1-7/8", painted - Super Competition
2290-1HKR	1998-99 Camaro/Firebird , LS1 , 1-7/8", coated - Super Competition
2290-2HKR	1998-99 Camaro/Firebird , LS1 , 1-7/8", stainless - Super Competition
2294HKR	1998-02 Camaro/Firebird , LS1 , 1-7/8", painted - Super Comp - No Emissions
2294-1HKR	1998-02 Camaro/Firebird , LS1 , 1-7/8", coated - Super Comp - No Emissions
2291HKR	2000-02 Camaro/Firebird , LS1 , 1-7/8", painted - Super Competition
2291-1HKR	2000-02 Camaro/Firebird , LS1 , 1-7/8", coated - Super Competition
2291-2HKR	2000-02 Camaro/Firebird , LS1 , 1-7/8", stainless - Super Competition
2468HKR	1998-99 Camaro/Firebird , LS1 , 1-3/4", painted - Competition
2468-1HKR	1998-99 Camaro/Firebird , LS1 , 1-3/4", coated - Competition
2468-2HKR	1998-99 Camaro/Firebird , LS1 , 1-3/4", stainless - Competition
2470HKR	1998-02 Camaro/Firebird , LS1 , 1-3/4", painted - Super Comp - No Emissions
2470-1HKR	1998-02 Camaro/Firebird , LS1 , 1-3/4", coated - Super Comp - No Emissions
2469HKR	2000-02 Camaro/Firebird , LS1 , 1-3/4", painted - Competition
2469-1HKR	2000-02 Camaro/Firebird , LS1 , 1-3/4", coated - Competition
2469-2HKR	2000-02 Camaro/Firebird , LS1 , 1-3/4", stainless - Competition
16723HKR	1998-02 Y-pipe mild steel for 2290/2291/2468/2469
16723-1HKR	1998-02 Y-pipe mild steel for 2290/2291/2468/2469 - ceramic coated
16723-2HKR	1998-02 Y-pipe 409 stainless steel for 2290/2291/2468/2469

Part#	Description - 2WD Truck
2850HKR	1999-05 , 4.8/5.3/6.0L , 1-5/8", painted - Super Competition
2850-1HKR	1999-05 , 4.8/5.3/6.0L , 1-5/8", ceramic coated - Super Competition
2851HKR	1999-05 , 4.8/5.3/6.0L , 1-3/4", painted - Super Competition
2851-1HKR	1999-05 , 4.8/5.3/6.0L , 1-3/4", ceramic coated - Super Competition



LATE MODEL CHEVY LS HEADERS - FULL-LENGTH & SHORTY

- Tuned length for a broad power curve
- Bolt up collector flanges for ease of installation
- Mandrel-bent tubing for low back-pressure
- Constructed of .060" cold-roll tubing
- 5/16" flanges for a perfect seal
- Includes all hardware and gaskets for ease of installation
- Certain applications include O₂ extension harnesses
- Budget-minded pricing!

FULL LENGTH HEADERS

Part#	Description
11133FLT	1998-99 Camaro/Firebird, LS1, 1-3/4", painted
11133-1FLT	1998-99 Camaro/Firebird, LS1, 1-3/4", coated
11134FLT	2000-02 Camaro/Firebird, LS1, 1-3/4", painted
11134-1FLT	2000-02 Camaro/Firebird, LS1, 1-3/4", coated
11533FLT	1999-06 Chevy/GMC Trucks V8-4.8L/5.3L 2WD, painted
31533FLT	1999-06 Chevy/GMC Trucks V8-4.8L/5.3L 2WD, coated
11133YFLT	Y-pipe aluminized steel for 11133FLT & 11134FLT, coated
11133Y-1FLT	Y-pipe aluminized steel for 11133FLT & 11134FLT, painted

SHORTY HEADERS

Part#	Description
11138FLT	2010-14 Camaro SS, LS1, 1-3/4", painted
31138FLT	2010-14 Camaro SS, LS1, 1-3/4", coated
91843FLT	2002-13 Chevy/GMC Truck V8-4.8L/5.3L, 1-3/4", painted
91843-1FLT	2002-13 Chevy/GMC Truck V8-4.8L/5.3L, 1-3/4", coated



NEW!

NEW!

MID-LENGTH HEADER/ MANIFOLD EXHAUST ADAPTER KITS

When connecting mid length headers and cast iron manifolds to our full exhaust kits, an adapter pipe is required to fill that gap between the end of the headers or manifolds and our Hooker exhaust systems (which are designed to work with long tube header systems). Hooker has created a full line of adapter tubes that fill the gap and include all hardware and gaskets for a clean and simple connection.

EXHAUST SYSTEMS/OPTIONAL TAILPIPE KITS & ADAPTER KITS

- Available in 2.5" & 3" diameters
- Each system is supplied with a high-efficiency stamped crossover & high-flow TIG-welded stainless absorption mufflers
- OE quality hardware (clamps, hanger rods and rubber isolators) provided to ensure excellent fitment and a leak-free installation
- Provides compatibility with stock parking brake cables and Ridetech/Fatman Fabrications 4-link suspensions (an industry exclusive feature in an off-the-shelf package)
- Both kits are supplied with turn-down style exits under the rear quarter panels
- Optional polished under-bumper and dual "Formula" style tips (2.5" system only) available

Part #	Years	Description	Tube Size	Finish
1967-69 GM F-BODY (Camaro Firebird)				
42503HKR	All	Full Stainless steel exhaust system with stamped crossover, TIG welded Mufflers, for up to 450HP; single turn-down exit under each quarter panel	2.5"	Natural
42504HKR	All	Full Stainless steel exhaust system with stamped crossover, TIG welded Mufflers, for up to 450HP; single turn-down exit under each quarter panel	3"	Natural
42804HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 2.5" exhaust system only	2.5"	Polished
1970-81 GM F-BODY (2nd Gen. Camaro, Firebird)				
42501HKR	All	Full Stainless steel exhaust system with stamped crossover, all applications up to 450HP; single turn-down exit under each quarter panel	2.5"	Natural
42502HKR	All	Full stainless steel exhaust system with stamped crossover, all applications producing over 450HP; single turn-down exit under each quarter panel	3"	Natural
42801HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 2.5" exhaust system only	2.5"	Polished
42802HKR	All	Dual turn-down "Formula Firebird" style tailpipe kit, exits under each quarter panel, fits 2.5" exhaust system only	2.5"	Polished
42803HKR	All	Swept back tailpipe kit, horizontal rear exit, fits 3" exhaust system only	3"	Polished
1968-74 X-BODY (NOVA, VENTURA, APOLLO)				
42505HKR	All	Full Stainless steel exhaust system with stamped crossover, TIG welded Mufflers, for up to 450HP; single turn-down exit under each quarter panel	2.5"	Natural
42507HKR	All	Full Stainless steel exhaust system with stamped crossover, TIG welded Mufflers, for up to 450HP; single turn-down exit under each quarter panel	3"	Natural
1978-87 GM G-BODY (MONTE CARLO/MALIBU/EL CAMINO/CUTLASS/GRAND PRIX/REGAL/BONNEVILLE)				
42011HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 2.5" exhaust system only - Short wheel base	2.5"	Natural
42012HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 3" exhaust system only - Short wheel base	3"	Natural
42533HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 2.5" exhaust system only - Long wheel base	2.5"	Polished
42534HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 3" exhaust system only - Long wheel base	3"	Polished
1973-87 CHEVY/GMC TRUCKS (1/2, 3/4 TON, 2WD)				
42537HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 2.5" exhaust system only	2.5"	Natural
42538HKR	All	Swept back tailpipe kit, horizontal rear exit, polished tips, fits 3" exhaust system only	3"	Natural
1995-98 / S14 NISSAN 240SX				
9722HKR	All	Full Stainless steel exhaust system (Y-pipe configured), all applications up to 450HP; exits under stock cut-out in rear bumper, polished stainless steel dual/split 3" tip	2.5" / 3"	Natural

2ND-GEN F-BODY EXHAUST ADAPTER KITS

42101HKR	1975-81 F-body, Hooker cast iron manifolds to 42501HKR 2.5" exhaust system
42102HKR	1975-81 F-body, Hooker 2471HKR mid-length headers to 42501HKR 2.5" exhaust system
42103HKR	1975-81 F-body, Hooker 2472HKR mid-length headers to 42502HKR 3" exhaust system
42104HKR	1970-74 F-body, Hooker cast iron manifolds to 42501HKR 2.5" exhaust system
42105HKR	1970-74 F-body, Hooker 2471HKR mid-length headers to 42501HKR 2.5" exhaust system
42106HKR	1970-74 F-body, Hooker 2472HKR mid-length headers to 42502HKR 3" exhaust system

1ST-GEN F-BODY/1968-74 NOVA/X-BODY EXHAUST ADAPTER KITS

42108HKR	1967-69 F-body, Hooker 2473HKR mid-length headers to 42503HKR 2.5" exhaust system
42109HKR	1967-69 F-body, Hooker 2474HKR mid-length headers to 42504HKR 3" exhaust system
42107HKR	1967-69 F-body, Hooker long-tube headers to 42503HKR 2.5" exhaust system

NEW! G-BODY EXHAUST ADAPTER KITS

42112HKR	1978-87 G-body, Hooker 2478HKR mid-length headers to 42011HKR & 42533HKR 2.5" exhaust system
42113HKR	1978-87 G-body, Hooker 2479HKR mid-length headers to 42012HKR & 42534HKR 3" exhaust system
42114HKR	1978-87 G-body, Hooker 8501HKR exhaust manifold to 42011HKR & 42533HKR 2.5" exhaust system
42115HKR	1978-87 G-body, Hooker 8501HKR exhaust manifold to 42012HKR & 42534HKR 3" exhaust system

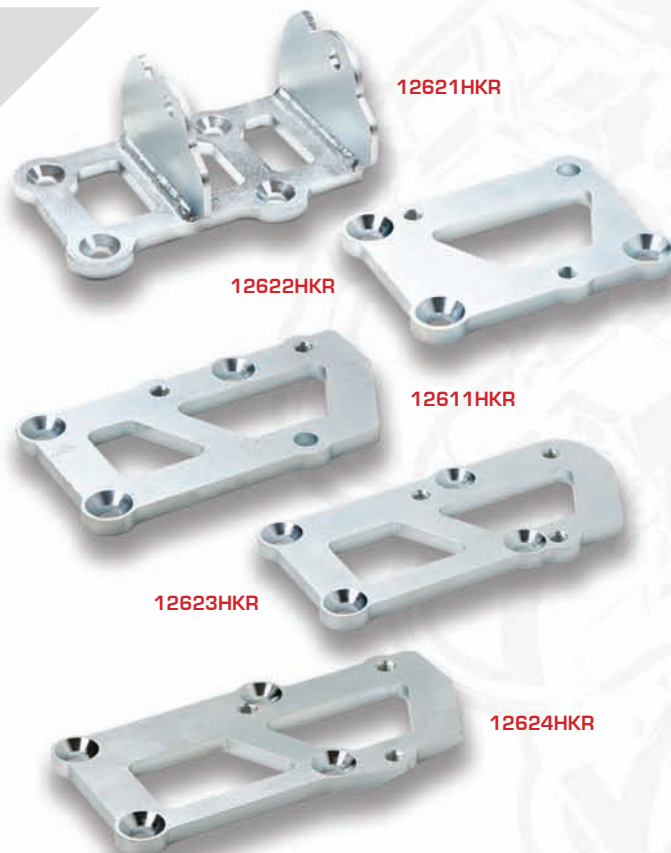


LS SWAP TH400* / 2004R* / 4L60 / 4L65 / 4L70 / 4L75 & 4L80 AUTOMATIC & T56 / T56 MAGNUM MANUAL TRANSMISSION CROSSMEMBERS

- Specific crossmember designs facilitate the installation of a TH400/2004R/4L60/4L65/4L70/4L75 automatic transmission or T56/T56 Magnum manual transmission behind an LS engine in any 1967-69 GM F-body/ 1968-74 X-body, 1970-81 GM F-body, 1977-87 G-body & 1973-87 Chevy Trucks
- Designed utilizing CAD/FEA for optimal fitment, strength, weight, safety and appearance
- High-strength low alloy steel construction
- Provides correctly engineered engine/transmission inclination angles that are critical to obtaining suitable U-joint working angles, when installed with Hooker LS engine swap brackets
- Designed in conjunction with Hooker LS engine swap brackets to provide bolt-in installation of Hooker LS swap manifolds (1970-81 GM F-body, 1977-87 G-body & 1973-87 Chevy Trucks only), headers and exhaust systems for these LS swap applications
- Crossmembers accommodate the use of either stock rubber or aftermarket polyurethane mounts
- * Requires the use of adapter kit

Part #	Years	Description	Finish
1967-69 GM F-BODY/ 1968-74 X -BODY			
12625HKR	All	LS swap 4L60/4L65/4L70/4L75 automatic transmission crossmember	Black powder coat
12626HKR	All	LS swap T56/T56 Magnum transmission cross-member	Black powder coat
12627HKR	All	LS swap 4L80 automatic transmission crossmember	Black powder coat
1970-81 GM F-BODY			
12614HKR	All	LS swap 4L60/4L65/4L70/4L75 automatic transmission crossmember	Black powder coat
12616HKR	All	LS swap T56/T56 Magnum transmission cross-member	Black powder coat
1978-87 G-BODY			
12644HKR	All	LS swap 4L60/4L80/TH400/2004R/T56/ T56 Magnum automatic transmission crossmember	Black powder coat
1973-87 CHEVY/GMC TRUCKS			
12646HKR	All	LS swap 4L60/4L65/4L70/4L75/4L80/TH400/2004R/T56/T56 Magnum automatic transmission crossmember	Black powder coat



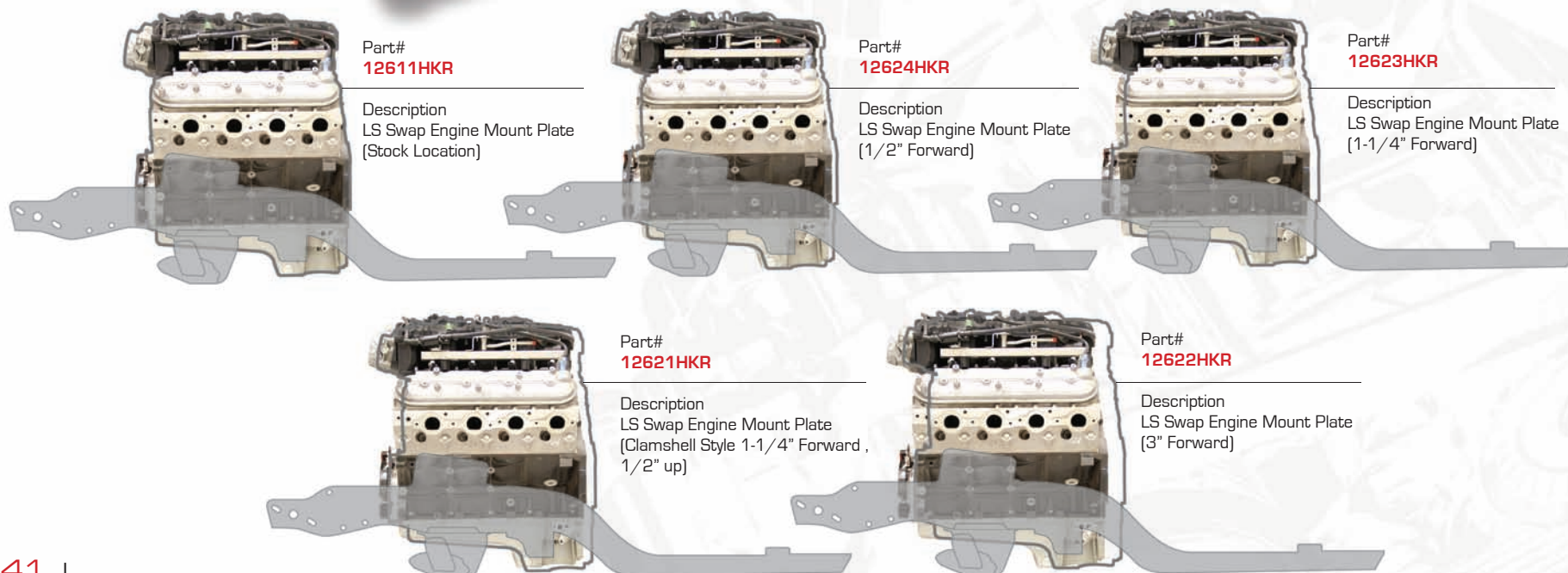


UNIVERSAL LS ENGINE SWAP MOUNT PLATES

Hooker LS engine swap mounts are designed to make the task of swapping an LS into your classic muscle car or truck as easy as possible. With 5 different mount kits available, you are sure to find the mounts needed to position the engine and transmission assembly in the appropriate location. Plates are available for use with stock small block Chevy engine mounts to place the engine and transmission in the stock location or move it forward $\frac{1}{2}$ ", $1\frac{1}{4}$ " or 3". Hooker also offers a mount kit designed for applications that utilize the clamshell type mount such as a "G" body.

- Constructed of sturdy $\frac{3}{8}$ " thick hot rolled steel
- Designed for lightweight, rigidity and a clean appearance
- Precision machined for perfect alignment
- Zinc plated for durability and corrosion resistance
- Come complete with counter sink machine screws and instructions
- Works with all small block Chevy mounts and frame towers
- Perfect for use with Hooker's growing family of Gen III/IV (LS1/LS2/LS6/LS7) engine swap headers [refer to actual header application to determine which mount the header was designed for use with]

Part#	Description
12621HKR	LS Swap Engine Mount Plate (Clamshell Style 1.25" Forward $\frac{1}{2}$ " up)
12622HKR	LS Swap Engine Mount Plate (3" Forward)
12623HKR	LS Swap Engine Mount Plate (1.25" Forward)
12624HKR	LS Swap Engine Mount Plate ($\frac{1}{2}$ " Forward)
12611HKR	LS Swap Engine Mount Plate (Stock Location)





12613HKR

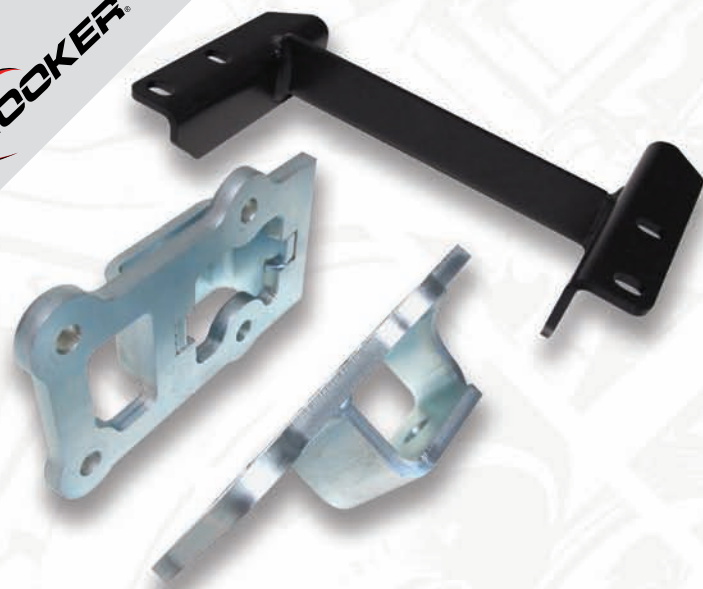
NEW!

NEW!

APPLICATION SPECIFIC ENGINE MOUNT BRACKETS/KITS

- Listed part numbers include engine mounting brackets and hardware only. These components must be installed with a compatible Hooker transmission crossmember to obtain proper installed drivetrain alignment.
- Installed using the improved design 1972-up GM clamshell engine mounts. Subframe adaptor plates are included with 1967-69 F-body/ 1968-74 X-body specific mounts and a drilling template is included with 1970-72 F-Body & 1978-87 G-body applications
- Fully compatible with Holley LS swap oil pans and accessory drive brackets.
- Provides an engineered engine/transmission inclination angle that is critical to obtaining usable U-joint working angles (especially in lowered vehicles) when used in conjunction with Hooker LS engine swap transmission crossmembers for the same application. This design metric is poorly addressed in existing LS swap mounting components for GM F-body /X-body vehicles.

Part #	Description	Finish
1968-69 GM F-BODY (CAMARO, FIREBIRD) / 1968-74 X-BODY (NOVA, VENTURA, APOLLO) 12618HKR	GM clamshell LS engine mounting brackets	Zinc plated
1970-74 GM F-BODY (CAMARO, FIREBIRD) 12512HKR	GM clamshell LS engine mounting brackets	Zinc plated
1975-81 GM F-BODY (CAMARO, FIREBIRD) 12613HKR	GM clamshell LS engine mounting brackets	Zinc plated
1978-87 G-body (GM Monte Carlo/Malibu/El Camino/Cutlass/Grand Prix/Regal/Bonneville) 12643HKR	GM clamshell LS engine mounting brackets	Zinc plated
1973-87 CHEVY TRUCKS 12645HKR	GM clamshell LS engine mounting brackets	Zinc plated



NISSAN S13/S14 240SX LS ENGINE/TRANSMISSION SWAP MOUNT KIT

- Listed part numbers are kits that include engine mounting brackets, a T56 manual transmission crossmember and attachment hardware. Additional aftermarket polyurethane mounting components are required for installation of these kits.
- Compatible with Hooker or Slkky brand headers developed for this application.
- Compatible with Canton front-sump LS swap oil pan

Part #	Description	Finish
1989-94 NISSAN 240SX (S13) 12648HKR	LS engine / T56 transmission swap mounting kit	Zinc plated/Black pwdr. coat
1995-98 NISSAN 240SX (S14) 12654HKR	LS engine / T56 transmission swap mounting kit	Zinc plated/Black pwdr. coat



BLACKHEART™ MUFFLERS

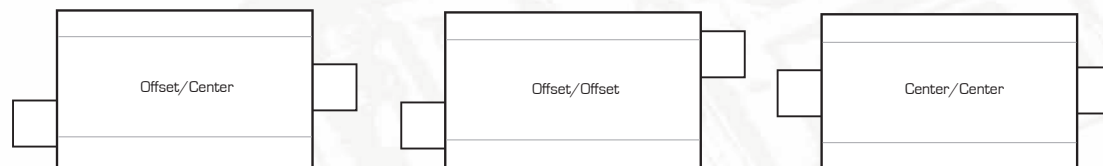
HOOKER HEADERS LATEST SOUND ADVICE!

Improve the performance, sound and appearance of your vehicle with Hooker's latest advanced technology mufflers.

Key features include:

- 304 Stainless Steel construction- for increased life and great appearance
- Fully TIG welded to add a custom-crafted appearance to any exhaust system
- Efficient, compact size for improved performance and maximum ground clearance.
- Bi-directional construction-Muffler can be installed in either direction to ease fabrication
- Composite stainless steel & Hi-temp E-glass packing lasts longer than common Rockwool materials

Part#	Description
21641HKR	offset/center, 2.25"
21643HKR	offset/offset, 2.25"
21653HKR	center/center, 2.25"
21642HKR	offset/center, 2.5"
21644HKR	offset/offset, 2.5"
21654HKR	center/center, 2.5"
21645HKR	offset/center, 3"
21670HKR	offset/offset, 3"
21646HKR	center/center, 3"



LS NITROUS SYSTEMS

The NOS LS plate system uses a billet plate with no spray bars. This unique design allows better atomization which prevents fuel puddles in your manifold and provides the best cylinder to cylinder distribution for maximum power. This is no ordinary low HP kit. The plate and solenoids supplied will easily support 200HP.

NOTE: To install 05169NOS plate kit, minor fabrication is required to the idler pulley for throttle body clearance on the 2010 Camaro.

Part#	Description
05168NOS	LS1 Camaro/Firebird/Corvette C6 "Wet" Plate Kit
05169NOS	LS 4-Bolt Throttle Body "Wet" Plate Kit (for use with 90mm throttle body)
05177NOS	LS1 Camaro "Dry" kit (up to 125HP)
05131NOS	Universal 8 cyl. Powerfogger™ EFI kit (75-100-125HP)
05135NOS	Universal 8 cyl. Powerfogger™ EFI kit w/ Drive-by-Wire (75-100-125HP)



Dealer Line: 1-800-HOLLEY1 | **Tech Line:** 270-781-9741 | **Websites:** www.holley.com or www.lsheadquarters.com

1801 Russellville Road | Bowling Green, KY 42101

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