



**6113HKR (Painted), 6113-1HKR (Ceramic),
6113-3HKR (Darkside), & 6113-4HKR (Titanium)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1966-69 Falcon, Fairlane (66 & up), Torino, Ranchero, Comet, Cyclone, Montego (390-428)**

NOTE: WILL NOT FIT WITH AN OIL COOLER.

NOTE: Will only fit 16 bolt F.E. cylinder heads with the top four exhaust bolt holes in line. Header will not seat properly on heads with the end upper bolts lower than the center bolts.

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 headers for you application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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 HEADERS.

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.

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

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Remove stock exhaust manifold and headpipes.
3. Remove clutch linkage and bracket from frame. If car is automatic, the cross linkage for the column shift must be removed.
4. Remove the oil filter, housing, and dipstick tube. Unbolt the power steering ram from the bracket on the frame. Remove the bracket from the frame and discard. Install the Hooker power steering bracket P/N 10961HKR.
5. Unbolt the power steering pump from the head and set aside. Remove the nut from the motor mount.
6. Jack up the engine about 2 inches. Be sure to use a board between the pan and jack.
7. Starting from below, work the front section of the header up into place. Work the rear section up and start the slip tubes into the front section.
8. Position the gasket and start all bolts (most restricted first).
9. Reinstall the power steering pump, oil filter, housing, clutch or automatic linkage, and dipstick tube.

NOTE: Use a short oil filter to gain additional clearance of the header tube L-2.

10. It may be necessary to bend the power steering lines to clear the front section of the header.

NOTE: Power steering hoses should be routed between the oil filter and oil pan. Hoses should be tied together with nylon twist ties or similar device.

11. Tighten all bolts evenly (most restricted first).

RIGHT SIDE:

1. Remove the bolt from the motor mount. Drop the idler arm from the frame and remove the starter.
2. Jack the engine up about 2 inches.
3. Work the header up through the chassis, using the same procedure as the left side. Lower the engine and replace the bolts.
4. Place the gasket into position between the flange and exhaust port.
5. Install the starter with the starter wire in place and with the nut just snug. Start all bolts (most restricted first). Tighten all evenly.

NOTE: R-1 header tube may be dimpled to provide additional clearance for the starter terminal.

6. Reinstall the idler arm.
7. Reinstall the power steering ram to the frame.

NOTE: Use 3/8" I.D. x 1 1/4" O.D. x 1/8" thick washer (not provided) on the bolt that goes through the frame when installing the bracket to the frame.

8. Connect the header to the headpipe using Hooker reducer P/N 11030HKR.

9. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.

NOTE: A dual exhaust system can be fabricated using Hooker Competition turbo mufflers: 21005HKR or 21006HKR and a universal headpipe.

10. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.