



**6114HKR (Painted), 6114-1HKR (Ceramic),  
6114-3HKR (Darkside), & 6114-4HKR (Titanium)  
SUPER COMPETITION FULL LENGTH CAR HEADERS  
1967-70 Mustang / Cougar (390-428)**

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

**NOTE:** Vehicles equipped with power steering will require the purchase of Hooker bracket (P/N 10961HKR) to reinstall ram.

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. Unbolt the headpipes (both sides) from exhaust manifolds and mufflers. Remove from the vehicles.
3. Remove the power steering ram from the frame. Unbolt the idler arm from the frame.
4. Remove the clutch linkage and center bolt from the motor mount.
5. Raise the engine 2" - 3" (use a board between the pan and the jack) and remove both halves of the motor mount.
6. Remove stock exhaust manifold. This requires a lot of wiggling, time, and patience, but it is possible.
7. Starting from below, work the header up through the chassis into position over the exhaust ports.
8. With the header loose, replace the clutch linkage.
9. Insert the gasket between the flange and head. Start all header bolts (most restricted first) and tighten evenly.
10. Replace both halves of the motor mounts, lower the engine, and replace the center bolt in the mount.

**AUTOMATIC TRANS MODELS:** If the L-3 tube contacts the bellhousing between its third and fourth bends, dent it according to **Figure A** for clearance.

11. Do not reinstall the power steering ram or idler arm until the right side is installed.

**RIGHT SIDE:**

1. Remove the stock exhaust manifold and starter.
2. Remove the center bolt from the motor mount and raise the engine 2" - 3" (use a board between the pan and jack).
3. Starting from below, work the header up through the chassis into position over the exhaust ports.
4. With the header loose, reinstall the starter.
5. Insert the gasket between the flange and the head. Start all the header bolts (most restricted first) and tighten evenly.

6. Lower the motor and replace the center bolt in the motor mount.
7. Replace the power steering ram with the purchased Hooker adapter bracket.
8. Reinstall the idler arm. If the idler arm bolts contact the header tubes, either cut off the ends of the bolts or use washers (under bolt head) to shim the bolts further toward the outside of the frame.
9. To connect the collectors to the existing headpipes, purchase the Hooker reducer kit, P/N 11030HKR. Bolt the reducers (with gaskets) to the collectors, line up the headpipes, cut to correct length, and weld to reducers.
10. 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.
11. 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.

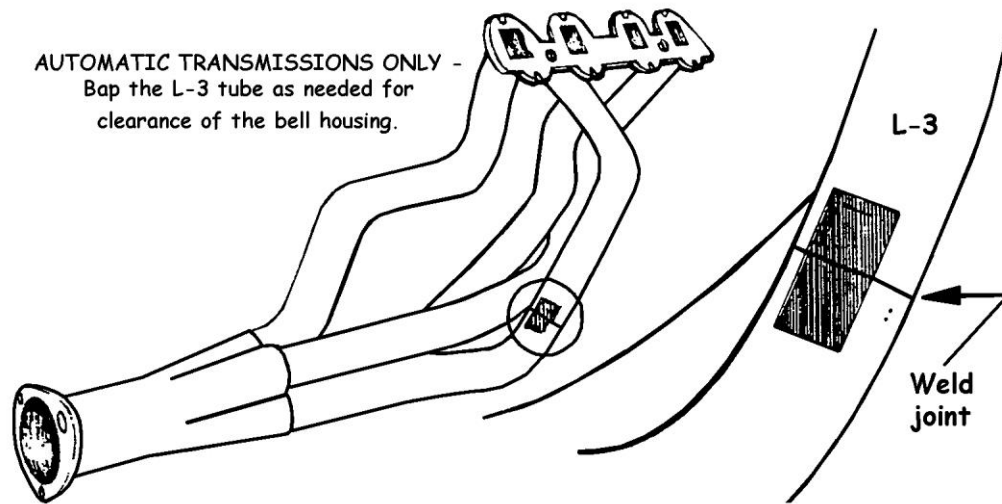


Figure A