



6126HKR (Painted) & 6126-1HKR (Ceramic) SUPER COMPETITION FULL LENGTH HEADERS

1972-75 Falcon, Fairlane (66 & up), Torino, Ranchero/Comet, Cyclone, Montego
(429-460)

Thank you for making HOOKER™ HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER™ to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your hooker exhaust system.

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.**

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock cast iron exhaust manifolds (both sides), headpipe, spark plugs, and left motor mount bolts.
3. Unbolt the shroud from the radiator. Using a block of wood between the oil pan and hydraulic jack, elevate the engine as high as necessary to allow the header to be installed.

NOTE: On some year models, it will be necessary to drop the drag link from the steering box and let it hang.

4. Starting from below, carefully work the header up through the chassis and into position over the exhaust ports. Position the header gasket and start the two header bolts. Lower the engine and reinstall the motor mount bolts.
5. Start the remainder of the header bolts (most restricted first). Tighten all bolts evenly.
6. Replace the spark plugs and radiator shroud. Replace the drag link to the steering box (if removed).

RIGHT SIDE:

1. Remove the stock cast iron exhaust manifold and headpipe if you have not already done so.
2. Move the automatic transmission cooler lines under the bellhousing. Also, the hydraulic brake line may need to be rerouted.
3. Starting from below, carefully work the header up through the chassis and into position over the exhaust ports. Position the header gasket and start all header bolts (most restricted first). Tighten all bolts evenly.
4. To connect the collectors to the headpipes, purchase either Hooker™ Reducer kit #11030HKR (2 1/8" tailpipe) or #11040HKR (2 1/2" tailpipe).

NOTE: A dual exhaust system can be fabricated using Hooker™ Competition Turbos #21005HKR or 21006HKR, and a universal tailpipe.

5. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission fluid lines, heater hoses, and electrical wires have sufficient clearance. Reroute, as necessary.
6. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.