6134HKR (black) & 6134-1HKR (ceramic)
SUPER COMPETITION FULL LENGTH HEADERS

1962-65 Fairlane / Meteor (260-289W)

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.

NOTE: Will not fit with C-6 automatic transmission.
NOTE: Will fit Dart Windsor head.
NOTE: Does not fit 2-speed automatic transmission.

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 headpipe from the stock exhaust manifold and push aside.

3. Remove spark plugs, valve cover, exhaust manifold, and clutch linkage (column linkage for auto. trans. model).

NOTE: For models with power steering, disconnect the power steering ram at the frame end and move aside. Remove the hoses and hose brackets for installation and relocate to maintain clearance.

4. Starting from below, work the header up through the chassis into position. With header loose, work the clutch linkage (column linkage for auto. trans. models) through the header into position.

NOTE: Vehicles with worn or sagging motor mounts may have to loosen the motor mount bolts and raise the engine to install the headers. Be sure to use a board between the pan and jack. In some cases, motor mounts may have to be replaced to maintain clearance.

5. Place the gasket into position and start all bolts (most restricted first).

6. Tighten all bolts (most restrictive first). If necessary, lift up on the collector while tightening the bolts to gain extra clearance.

NOTE: On some models, it may be necessary to slightly clearance the transmission tunnel by the L/H collector.

NOTE: For manual transmissions, it may be necessary to relocate the clutch return spring and/or slightly trim the clutch arm for clearance.

NOTE: For automatic transmissions, it may be necessary to bend the shift arm slightly inward for clearance.

7. Reattach the clutch linkage and return spring (column shift linkage for auto. trans. models). Check for proper operation and adjustment.

8. Reinstall the valve cover, spark plugs, and plug wires. Route the plug wires for maximum clearance. 90° boots are recommended.

RIGHT SIDE:

1. Remove the shock tower brace, valve cover, spark plugs, heater hose, and exhaust manifold (auto. trans. model removes trans. dipstick tube).

2. Starting from above, work the header down through the chassis into position. **See left side install note about worn motor mounts.**

3. Place the gasket into position and start all bolts (most restricted first).

4. Tighten all bolts (most restrictive first). If necessary, lift up on the collector while tightening the bolts for extra clearance.

5. Reinstall the dipstick tube (if removed), shock tower brace, valve cover, spark plugs, & plug wires. Route the plug wires for maximum clearance. 90° boots are recommended.

NOTE: For automatic transmissions, carefully bend the transmission lines away from the header for clearance.

6. 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.

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