



**P/N 6209HKR & 6209-1HKR
SUPER COMPETITION FULL-LENGTH HEADERS
1967-70 Mustang / Cougar (BOSS 302)**

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.**

NOTE: Fits 4V heads only.

NOTE: Header will NOT fit with C-6 automatic transmission.

NOTE: For engine swap applications - This header requires the use of 69-70 Mustang 302 Boss or 351 Boss frame mount brackets, motor mounts, and clutch equalizer shaft for manual transmission applications.

NOTE: Installation requires power steering bracket **10961HKR**.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

RIGHT SIDE:

1. Disconnect battery to prevent damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and push aside.
3. Remove the clutch linkage, spark plugs, and exhaust manifold. Unbolt the power steering ram from the frame, if equipped.
4. Starting from below, work the header up through the chassis into position.
5. Place the gasket into position and start all bolts (most restricted first).
6. With the header loose, reinstall the clutch linkage and spark plugs (clutch fork end may need to be trimmed for sufficient clearance with header tubes).
7. Tighten all bolts (most restricted first).
8. Cars equipped with power steering require 10961HKR (power steering bracket). Use a 1/8" x 1-1/4" washer with a 3/8" center hole on the bolt that goes through the frame when installing the bracket to the frame.

LEFT SIDE:

1. Remove the clutch linkage, spark plugs, and exhaust manifold.
2. Remove the center bolt from the motor mount and raise the engine. Be sure to use a board between the pan and jack.
3. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount bolt.
4. With the header loose, reinstall the starter..
5. Position the gasket and start all bolts (most restricted first).
6. Tighten all bolts (most restricted first) and replace the spark plugs.
7. To connect the headpipes to the collectors, use reducer kit 11035HKR.
8. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
9. When finished, give your vehicle a test drive, checking for any new noises. After several days of driving, retighten all bolts.