



**6223HKR (Painted), 6223-1HKR (Ceramic),
6223-3HKR (Darkside), & 6223-4 (Titanium)
SUPER COMPETITION ENGINE SWAP HEADERS
1979-93 Ford Mustang (351W)
1979-86 Mercury Capri**

NOTE: Will fit Dart/Windsor head.

NOTE: Reducers are available with an oxygen sensor on 1980 and later models – 2 1/2" bolt-on P/N 11045HKR and 3" bolt-on P/N 11046HKR.

NOTE: This swap is designed using the stock 5.0L motor mounts and locations.

NOTE: The installation of this header requires that you use the factory "dual hump" transmission crossmember, which came on the 1986-89 Mustang 5.0L models.

NOTE: The right and left header assemblies use a slipper tube design. The slipper tube is used to allow the ease of installation and has no adverse effect upon the performance of the vehicle.

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 HEADER 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.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the negative battery cable to prevent damage to the electrical system. Unbolt the headpipe from the stock exhaust manifolds and push aside.
2. Remove the spark plugs, stock exhaust manifolds, bottom A-arm to the frame brace, (convertible models) oil dip stick, and tube. Loosen the starter cable so it can be moved for clearance, but is easy to tighten.

NOTE: Because of various motor mount designs used between 1979 and 1993, some right side mounts may need to be trimmed for clearance of the R-4 tube. See Figure A.

3. Install sub-flanges to the heads using the gaskets and supplied countersunk bolts.
4. Starting from below, work the left header up into place.
5. Position the header gasket and start all bolts (most restricted first). Install the L-4 slip tube and start the bolts. Tighten all the bolts evenly.
6. From the bottom, work the R-4 tube into position in front of the starter. Do not start the bolts yet.
7. Now, work the R-3 tube on the outside of the R-4, keeping it in front of the starter. Do not start the bolts yet.
8. Hold the R-4 to the head at the correct exhaust port and tighten the cable on the starter with it positioned for maximum clearance.
9. Work the main body of the header from the bottom up over the top of the starter. Insert tubes R-3 and R-4 into the slipper.
10. Position the gasket and start all bolts (most restricted first). Install the R-2 slip tube and start the bolts. Torque all the bolts evenly.
11. Replace the dipstick, housing, and spark plugs. It may be necessary to slightly bend the dipstick tube in order to clear the headers.
12. To complete your system, purchase a Hooker Reducer Kit (P/N 11030HKR) and bolt a reducer and gasket to each of the header collectors.
13. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary. On manual transmission models, check the clutch for clearance.

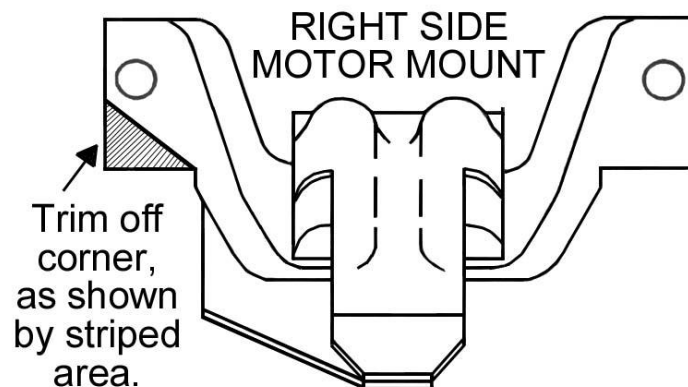


Figure A