



**P/N 6224HKR (Painted), 6224-1HKR (Ceramic), 6224-3HKR (Darkside), & 6224-4HKR (Titanium)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1979-93 Ford Mustang (429-460) & 1979-86 Mercury Capri (429-460)**

NOTE: The installation of this header requires that you use the factory "double hump" transmission crossmember, which came on 86-93 Mustang 5.0 models.

NOTE: Due to the extreme variation in available component combinations for this swap application, custom fabricated mounts are required to provide best-fit installation of these headers.

NOTE: The right and left side header assemblies use a slip tube design. The slip tube is used to allow the ease of installation and has no adverse effect upon the performance of the vehicle. We recommend sealing the slip tubes with a bead of Red or Copper high-temperature RTV.

NOTE: This header was designed around a universal rebuilt #3152 starter. This is the externally mounted solenoid type starter that fits a 76-81 460 car.

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 negative battery cable to prevent damage to electrical system. Unbolt the headpipe from the stock exhaust manifolds and push aside.
2. Remove spark plugs, stock exhaust manifolds, bottom A-arm to the frame brace, (convertible models) oil dipstick, and tube. Loosen the starter cable so it can be moved for clearance, but is easy to tighten.
3. Remove the steering shaft slip joint at the firewall and at the rubber coupling. Remove the steering shaft.
4. Starting from below, work the left header up into place.
5. Position the header gasket and start all bolts (most restricted first). Do not tighten at this time. Install the L-2, then L-4 and start the bolts. Do not tighten at this time.
6. Reinstall the steering shaft at this time. Tighten all the left side header bolts evenly.
7. On the right side, from the bottom, work the main body of the header over the top of the starter and into position. Insert the R-1, then the R-2 into the slippers. Route the starter cable so that it clears the headers and tighten.
8. Position the gasket and start all bolts (most restricted first). Now, tighten all the bolts evenly.
9. Replace the dipstick, housing, spark plugs, and plug wires. It may be necessary to slightly bend the dipstick tube in order to clear the headers.
10. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.
11. Connect the battery, start the engine, and check for leaks.
12. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.