



**P/N 6227HKR (painted) & 6227-1HKR (ceramic coated)  
SUPER COMPETITION EMISSION-COMPATIBLE HEADERS  
1979-93 Ford Mustang/Mustang II (255-302W)  
1979-86 Mercury Capri (302W)**

**NOTE:** Not legal for sale or use on vehicles originally equipped with catalytic converters - for racing purposes only.

**NOTE:** Will fit Dart/Windsor head.

**NOTE:** This header is equipped with a fitting to accept the stock oxygen system.

**NOTE:** 1979-85 models require the use of 86 or later double hump crossmember.

**NOTE:** If using a Lakewood scatter shield, these headers are only designed to work with Lakewood P/N 15202.

Thank you for making HOOKER™ HEADERS your choice in a high-performance exhaust systems. 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.**

We recommend welding all pipe slip joints. If no welding equipment is available at the time of installation, use clamps to secure the pipes until they can be welded. This header design requires that motor mounts be in good condition. Worn or sagging motor mounts **MUST** be replaced.

**NOTE:** Apply a small amount of anti-seize to the header bolts before installing them into the cylinder heads.

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery to prevent damage to the electrical system.
  2. Remove the air inlet assembly, diverter valve, hoses, and dipstick tube.
  3. **From below**, remove the O2 sensors (if equipped) and headpipe assembly.
  4. **From above**, remove the spark plugs, wires, and stock manifolds.
- NOTE:** C-6/A0D Transmission only – Trim the ear on the right side of the transmission bell housing (above the starter).
5. **From below**, work the main header sections through the chassis into the approximate position.
  6. **From above**, install the remaining header tubes.
- NOTE:** Carefully bend/move the brake line to clear the tube for the #8 cylinder.
7. Install gaskets and start all bolts. Tighten the bolts evenly.
  8. Install the spark plugs, wires, and dipstick tube.
- NOTE:** It may be necessary to slightly bend the dipstick tube/bracket to line up with the mounting tab.
9. Install the diverter valve, hoses, and air inlet assembly.
  10. **From below**, install the O2 sensors (if equipped).
- NOTE:** To install O2 sensors, collectors must be drilled at the fittings and the wiring harness must be extended.
11. To complete your system, purchase Hooker reducer kit (11040HKR) and bolt a reducer and gasket to each of the header collectors.
  12. Reconnect the battery, start the engine, and check for leaks. Make sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary. On manual transmission models, check the clutch cable for clearance.
  13. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.