



P/N 6228HKR (painted) & 6228-1HKR (ceramic coated) SUPER COMPETITION ENGINE SWAP HEADERS 1979-93 Ford Mustang 351W

NOTE: The installation of this header requires that you use the factory “dual hump” transmission crossmember, which came on the 1986-93 Mustang 5.0L models.

NOTE: This header design requires motor mounts to be in good condition. Worn or “sagging” motor mounts **MUST** be replaced.

NOTE: The right and left side 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.

NOTE: Applications with 164 tooth ring gear **MUST** use a small diameter hi-torque starter.

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.**

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the battery to prevent damage to the electrical system.
2. Remove the AIR inlet assembly.
3. Remove the dipstick tube.
4. From below, remove the O2 sensors (if equipped) and headpipe assembly.
5. From above, remove the spark plugs, wires, and stock manifolds. **NOTE:** C-6 / A4OD transmissions only – Trim the ear on the right side of the transmission bell housing (above starter).
6. Install inner flanges and gaskets with the counter-sink bolts (provided).
7. From below, work the main header sections through the chassis and into the approximate position. **NOTE:** On some applications, it may be necessary to disconnect the steering shaft at the coupling or loosen the transmission mount bolts and move the engine / transmission aside for installation.
8. From above, install the remaining header tubes. **NOTE:** Carefully bend / move the brake line to clear the tube for the #8 cylinder.
9. Install the gaskets and start all bolts.
10. Tighten all bolts evenly.
11. Install 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.
12. Install the AIR inlet assembly.
13. From below, install the O2 sensors (if equipped). **NOTE:** To install the O2 sensors, collectors must be drilled at the fittings and the wiring harness must be extended.
14. To complete your system, purchase Hooker reducer kit (P/N 11135HKR) and bolt the reducer and gasket to each of the header collectors.
15. 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.
16. 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.