



P/N 6913HKR (painted) & 6913-1HKR (ceramic)
HOOKER COMPETITION FORD /MERCURY HEADERS
1967-70 Mustang/Cougar 351C
1970-71 Falcon, Fairlane, Torino, Ranchero, Cyclone, & Montego 351C

NOTE: Fits 2V heads only.

NOTE: Will not fit with manual transmission except on Mustang/Cougar. Will not fit with power steering (except on Mustang/Cougar with Hooker Power Steering Bracket P/N 10961HKR).

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

LEFT SIDE:

1. Disconnect the battery to prevent damage to the electrical system.
2. Unbolt the headpipes from the exhaust manifolds and push aside.
3. Remove the spark plugs, exhaust manifold, clutch linkage, and cross shaft. If power steering equipped, unbolt the power steering ram from the frame. **NOTE:** The front bolts are easier to install if oil filter is removed.
4. Starting from below, work the header up through the chassis and start front bolt.
5. With header loose, reinstall the clutch linkage cross shaft.
6. Remove the front bolt, place the gasket into position, and start all bolts.
7. Tighten all bolts evenly. Replace the spark plugs.
8. Replace the clutch linkage and oil filter (if removed).

RIGHT SIDE:

1. Remove the exhaust manifold and unbolt the idler arm from the frame.
2. Starting from below, work the header up through the chassis and start the front bolt.
3. Place the gasket into position and start all bolts.
4. Tighten all bolts evenly.
5. Reinstall the idler arm to the frame.

NOTE: Mustangs/Cougars with power steering require the purchase of Hooker Power Steering bracket P/N 10961HKR. This bracket will lower the power steering ram to clear the header tubes.

6. To connect the collectors to the stock headpipes, bolt purchased reducer 11030HKR (with gaskets) to the collectors.
7. 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.
8. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.