



P/N 6920HKR (painted) & 6920-1HKR (ceramic coated) COMPETITION HEADERS

1967-70 Falcon, Farilane, Torino, Ranchero, Cyclone & Montego (351C)
1967-70 Mustang / Cougar (351C)

NOTE: Fits 4V heads only.

NOTE: Will fit manual and automatic transmissions on the floor only.

NOTE: Installation requires power steering bracket 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 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 cable 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 your vehicle is equipped with power steering, unbolt the power steering ram from the frame.

NOTE: The front bolts are easier to install if the oil filter is removed.

4. Starting from below, work the header up through the chassis and start the front bolt.
5. With the 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 spark plugs.
8. Replace 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 into position.
3. Place the gasket in position and start all bolts.
4. Tighten all bolts evenly. Reinstall the idler arm to the frame.
5. To connect the collectors to the stock headpipes, bolt the purchased reducers (with gaskets) to the collectors.
6. Connect the battery, start the engine and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.