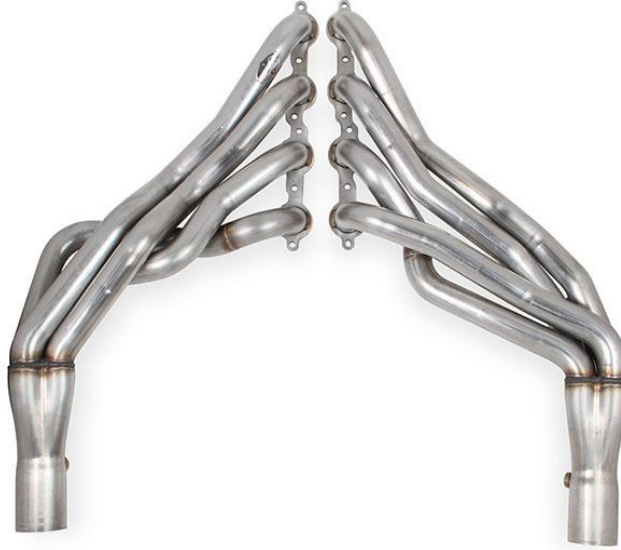




**1994-2004 FORD MUSTANG LS ENGINE SWAP HEADERS  
70101346-RHKR (1-3/4") & 70101347-RHKR (1-7/8")  
Installation Instructions**



Thank you for purchasing/using a Hooker brand product. These headers are part of the complete Hooker LS engine swap solution for 1994-2004 Ford Mustang vehicles. These instructions have been written with the assumption that you have already installed an LS engine and transmission into your Mustang using Hooker **71221011HKR** engine adapter plates (1996-2004 cars), or **71221013HKR** engine brackets (1994-95 cars).

Automotive work can be dangerous. Work only on a clean, dry and level surface and use lifting/supporting equipment specifically designed for automotive work. If you are unsure of your capability, or that of your equipment, seek professional assistance to install these components.

These headers are designed for off-road/competition use only and carry no CARB E.O. exemption to permit legal installation/use on pollution controlled motor vehicles.

**NOTES:** Trimming must be performed to areas of stock automatic transmission case bellhousings/inspection covers that extend outward beyond the sides of the LS engine block. Stock 4L60-4L70 and most aftermarket bolt-on bellhousings will require no trimming.

These headers were designed to be directly compatible with the stock 1996-2004, Maximum Motorsports MMKM-1 (1994-95 cars) or Maximum Motorsports MMKM-2 (1996-2004 cars) K-members. Limited compatibility with AJE MU-40-UM And Team Z LS/X swap K-members has also been validated, see the Hooker SN95 LS swap technical data sheet for details.

Installation of these headers requires the use of Prothane™ 6-504 (polyurethane), or Anchor Industries 3001 and 3002 (rubber) motor mounts when using the stock 1996-2004 or Maximum Motorsports MMKM-2 K-members.

Depending on the transmission/bellhousing used, a hydraulic clutch conversion may be required to use these headers in manual transmission applications. Use of the stock clutch cable cannot be guaranteed.

Use of aftermarket flexible/angled-boot spark plug wires is required with these headers.

**BEFORE BEGINNING:**

Check that the hardware package includes the following:

Qty.	Description
12	M8 x 1.25 Header Bolts
2	K-Member Cross-Brace Spacers

If you are missing any hardware, please contact Technical Support at 1-866-464-6553 or 270-781-9741.

## **INSTALLATION:**

1. Disconnect the negative terminal on the battery, if connected.
2. Remove the starter, spark plug wires, spark plugs, and engine oil dipstick/tube from the engine. Also, disconnect the steering shaft rag joint coupler from the steering rack on 1994-95 cars.
3. If present, remove the factory cross-brace from the bottom of the K-member.
4. Working from the bottom of the car, feed the left side header assembly into place alongside the left side cylinder head. Place a stock (new or used) GM multi-layer steel manifold gasket between the header assembly and cylinder head. Attach the header assembly to the cylinder head with (x6) supplied header bolts. Tighten the bolts to approximately 15 ft./lbs.
5. Working from the bottom of the car again, feed the right side header assembly into place alongside the right side cylinder head. Place a stock (new or used) GM multi-layer steel manifold gasket between the header assembly and cylinder head. Attach the header assembly to the cylinder head with (x6) supplied header bolts. Do not tighten the bolts yet. Install the starter while the header is hanging loosely on the cylinder head. Tighten the header flange bolts the bolts to approximately 15 ft./lbs.
6. Install the factory cross-brace back onto the K-member. Place the included cross-brace spacers between the brace and the K-member (one on each side) during the process.
7. Install/re-connect the spark plugs, new flexible/angle boot plug wires, oil filter, oil dipstick/tube, steering shaft, and negative battery cable.

## **COMPATIBILITY INFORMATION:**

These headers are compatible for use with all GM Powerglide\*, TH350\*, TH400\*, 2004R\*, 700R4\*, 4L60E-4L70E and 4L80E/4L85E\* automatic transmissions (\* trimming to stock case bellhousing likely required), or Tremec OE LS 4<sup>th</sup>-gen F-body T56, aftermarket T56 Magnum and TKO 500/600 manual transmissions.

These headers are integrally designed for installation with Hooker Blackheart LS engine swap brackets, transmission crossmembers and 2.5" and 3" dual exhaust systems co-developed for this vehicle application.

An O2 bung is included on each header collector for providing O2 sensor compatibility/operation. The beyond-horizontal clocked position of the bungs will provide reliable use of wide-band O2 sensors, if desired.

## **LIMITATION OF LIABILITY – DISCLAIMER:**

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOOKER™ makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

## **THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

**Technical Service: 1-866-464-6553**

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