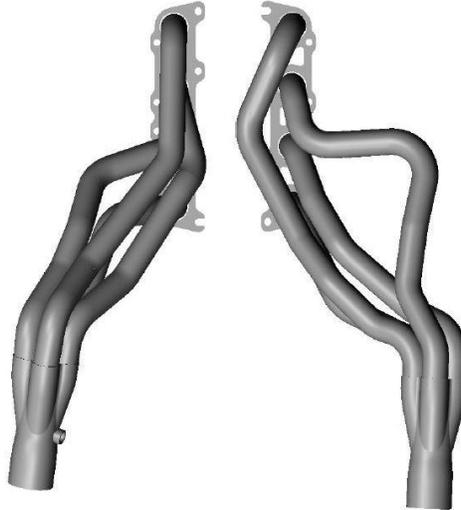




**1979-1993 FORD MUSTANG COYOTE ENGINE SWAP HEADERS
70103317-RHKR (1-3/4")
Installation Instructions**



Thank you for purchasing/using a Hooker brand product. These headers are part of the complete Hooker Coyote engine swap system for 1979-1993 Ford Mustang vehicles. These instructions have been written with the assumption that you are using a stock 1985-93 OE K-member and have already installed a Coyote engine/transmission combination into your Mustang using the Hooker **71221025HKR** engine mounting brackets and transmission crossmembers developed for this application. Use of a **Holley 302-50 Coyote** oil pan is required to install a Coyote engine on the stock K-member.

If you are Using an AJE or Team Z K-member with the Hooker engine mounting brackets designed for them, oil pans other than the **Holley 302-50** Coyote pan may also be used (such as the stock Coyote oil pan) also, and so may affect the specific installation steps required to install these headers. In such cases, use these instructions as a go-by and adjust as-needed for your specific situation.

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: These headers are designed and validated to be compatible with T45, T56 Magnum (Ford spec), TKO 500/600 (Ford spec), 4R70W, 6R80, MT82, and Powerglide transmissions. Compatibility with any other transmission is unknown.

These headers are designed and validated to be compatible with the **stock 1985-93 OE, AJE/MU40-UM and Team Z/TZM-KM-SWAP** K-members only. Non-compatibility of these headers with the **Maximum Motorsports/MMKM-1** K-member has been confirmed and compatibility with any other type/brand of K-member is unknown.

These headers are compatible with the stock manual transmission clutch cable system.

The stock 2011-17 Coyote Mustang/ 5.0L F-150 starter is the only starter known to be compatible with these headers; aftermarket starters are not compatible with the bend geometry of these headers.

BEFORE BEGINNING...

Check that the hardware package includes the following:

Qty.	Description
16	M8 x 1.25 Header Bolts
16	M8 x 1.5 Header Bolts

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

INSTALLATION:

1. Disconnect the negative battery cable from the battery.
2. Raise the vehicle to a comfortable height for working beneath it.
3. Remove the starter from the engine.
4. Remove the bolts/nuts connecting the steering shaft rag joint to the flange on the steering rack and separate shaft from the rack.
5. Remove the bolt/nut connecting the steering shaft to the steering column protruding through the firewall and then remove the steering shaft from the car.
6. If installing headers with the stock K-member, remove the long engine mount through-bolts and raise the engine off of the mounts, one side at a time, and feed the headers into place alongside the engine from the bottom of the car. Lower the engine before attaching the headers to the engine with the included bolts of the correct thread pitch for your engine. Tighten the bolts to approximately 18 ft./lbs.
7. If installing the headers with the AJE or Team Z K-members, insert the headers into place alongside the engine and attach them to the cylinder heads using the included bolts of the correct thread pitch for your engine. Tighten the bolts to approximately 18 ft./lbs.
8. Re-install the starter, steering shaft, and negative battery cable.

COMPATIBILITY INFORMATION:

These headers are comprehensively 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.

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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