



6116HKR (painted) & 6116-1HKR (ceramic)
SUPER COMPETITION FULL LENGTH CAR HEADERS
66-69 Falcon, Fairlane (66 & up), Torino, Ranchero / Comet, Cyclone, Montego (351W)
67-70 Mustang / Cougar (351W)

NOTE: WILL FIT DART WINDSOR HEAD.

NOTE: Will fit with AOD (not AODE) transmissions using factory iron or aluminum heads or any aftermarket head with stock horizontal bolt, plug location, and plug height. Shift lever must be upright between the 10 to 2 o'clock position.

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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 HEADERS.

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

RIGHT SIDE:

1. Disconnect the battery cable to prevent electrical system damage.
2. Unbolt the headpipe from the exhaust manifold and push aside.
3. Remove the starter, spark plugs, exhaust manifold, and unbolt the idler arm from the frame. Push the steering down.
4. Starting from below, work the header up and through the chassis into position. Start one bolt in the flange to hold the header up – now reinstall the starter.
5. Remove the one bolt from the header, place the flange gasket into position, and start all bolts.
6. Tighten all bolts evenly.
7. Install spark plugs – but do not reinstall idler arm at this time.

LEFT SIDE:

1. Unbolt the headpipe from the exhaust manifold and push aside.
2. Unbolt the power steering ram from the frame (if equipped).
3. Remove the clutch linkage, spark plugs, and exhaust manifold.

NOTE: If your car is equipped with a column shift automatic linkage, the bolt that holds the bell crank on the block will have to be removed so that the linkage can be pushed out of the way while working the header into position.

4. **FAIRLANE ONLY:** Remove the center motor mount bolt and jack the engine up about one inch. Be sure to put a board between the pan and jack.
5. Starting from below, work the header up and through into position, lower the engine, and replace the motor mount bolt. With the header loose, work the clutch cross shaft through header.
6. Place the gasket into position and start all bolts.
7. Tighten all bolts evenly.
8. Reinstall all linkages removed and spark plugs.

NOTE: If the lower arm on the clutch linkage cross shaft comes in contact with the header tube, bend in toward the engine for sufficient clearance.

9. Reinstall the idler to the frame. Cars equipped with power steering require our power steering bracket (10961HKR) for reinstalling the power steering ram to the frame.

10. To connect the collectors to the headpipes, purchase Hooker Header reducer kit, P/N 11030HKR.

NOTE: A dual exhaust system can be fabricated using Hooker comp turbo mufflers (21005HKR or 21006HKR). Header type mufflers do not require reducers.

11. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.

12. 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.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

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.

HOKKER 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. HOKKER 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.

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