

PART NO. 6120

MUSTANG II 302 CID

**NOTE: WILL NOT FIT WITH COLUMN SHIFT.**

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. EXTENSIVE DYNOTRACK 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. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

**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 BATTERY CABLE TO PREVENT DAMAGE TO ELECTRICAL SYSTEMS.
2. UNBOLT HEADPIPES (BOTH SIDES) AT EXHAUST MANIFOLDS AND REMOVE FROM CAR.
3. REMOVE STOCK EXHAUST MANIFOLDS AND SPARK PLUGS.
4. REMOVE THE TWO BOLTS ON STEERING SHAFT (NEAR THE STEERING BOX) AND LOWER END OF SHAFT (FOR CLEARANCE WHILE INSTALLING HEADER). REMOVE CROSSMEMBER BETWEEN STRUT RODS.
5. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION OVER EXHAUST PORTS.
6. WITH HEADER LOOSE, RETURN STEERING SHAFT TO ORIGINAL POSITION AND TIGHTEN BOLTS.
7. INSERT GASKET BETWEEN FLANGE AND HEAD; START ALL HEADER BOLTS (MOST RESTRICTED FIRST) AND TIGHTEN EVENLY.
8. REPLACE SPARK PLUGS.

**RIGHT SIDE**

1. REMOVE BATTERY SHIELD, SPARK PLUGS AND STOCK EXHAUST MANIFOLD. SOME CARS MAY REQUIRE JACKING UP ENGINE TO REMOVE MANIFOLD.
2. STARTING FROM BELOW, WORK REAR SECTION OF HEADER UP THROUGH CHASSIS INTO POSITION OVER EXHAUST PORTS. PLACE GASKET ON HEAD AND START FRONT BOLT. START REAR BOLT THROUGH HEADER FLANGE AND GASKET. DO NOT TIGHTEN.
3. WITH REAR SECTION LOOSE START FROM ABOVE AND WORK FRONT SECTION DOWN THROUGH CHASSIS COMPONENTS INTO POSITION OVER EXHAUST PORTS. REMOVE BOLT HOLDING GASKET, SLIP R-1 AND R-2 PIPES INTO REAR SECTION, AND START ALL HEADER BOLTS (MOST RESTRICTED FIRST).
4. TIGHTEN HEADER BOLTS EVENLY. IF HEADER CONTACTS END OF TENSION STRUT, TRIM AS NEEDED FOR CLEARANCE. SEE ILLUSTRATION 'A'. REPLACE CROSSMEMBER BETWEEN STRUT RODS.
5. ATTACH HOOKER CHOKE TUBE TO R-3 PIPE WITH HOSE CLAMP. CONNECT TO AUTOMATIC CHOKE WITH STOCK FLEX LINE. SEE ILLUSTRATION 'B'.
6. TO RETAIN HEAT TO THE AIR CLEANER, ATTACH HEAT STOVE (PURCHASED) TO R-1 PIPE WITH HOSE CLAMPS AND CONNECT TO AIR CLEANER WITH STOCK FLEX TUBE. SEE ILLUSTRATION 'C'.
7. REPLACE BATTERY AND BATTERY SHIELD. REPLACE SPARK PLUGS.
8. CHECK TRANSMISSION LINES FOR ADEQUATE HEADER CLEARANCE. REROUTE AS NECESSARY.
9. TO CONNECT COLLECTORS TO EXISTING HEADPIPES, PURCHASE HOOKER REDUCER KIT PART NO. 11125.

**NOTE:** A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21105 OR #21106; HOOKER COMPETITION TURBOS #21005 OR #21006.

10. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE THAT ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-800-464-6553.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER



*Super Competition*

**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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

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CALIFORNIA VEHICLE CODE SECTIONS 27156 AND 38391 PROHIBIT 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 HAVE NOT RECEIVED AN EXEMPTION FROM THESE CODE SECTIONS AND ARE NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON VEHICLES ORIGINALLY EQUIPPED WITH CATALYTIC CONVERTERS. IT IS ILLEGAL, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE DRIVEN UPON A HIGHWAY, TO REMOVE OR OTHERWISE RENDER INOPERATIVE ANY EMISSION CONTROL DEVICE ON REGULATED MOTOR VEHICLES-CHECK CATALOG LISTINGS TO INSURE PROPER APPLICATION. IN THE OTHER 49 STATES, UNLESS OTHERWISE NOTED, HOOKER HEADERS ARE NOT LEGAL FOR POLLUTION CONTROLLED MOTOR VEHICLES, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A HIGHWAY AND ARE NOT INTENDED OR APPLICABLE FOR HIGHWAY USE.

