

PART NO. 6124

FORD FAIRLANE/TORINO/RANCHERO/  
THUNDERBIRD/LTD II 302-351W

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. 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 HEADPIPE FROM EXHAUST MANIFOLD AND PUSH ASIDE.
3. REMOVE SPARK PLUGS AND EXHAUST MANIFOLD.
4. UNBOLT MOTOR MOUNT FROM THE FRAME AND JACK ENGINE UP ABOUT ONE INCH. (BE SURE TO USE A BOARD BETWEEN PAN AND JACK, AND WATCH FAN SHROUD CLEARANCE).
5. STARTING FROM BELOW, WORK HEADER UP AND THROUGH CHASSIS INTO POSITION. START ONE BOLT IN FLANGE TO HOLD HEADER UP THEN LOWER ENGINE AND REPLACE MOTOR MOUNT BOLT.
6. REMOVE THE ONE BOLT FROM THE HEADER, PLACE THE FLANGE GASKET INTO POSITION AND START ALL BOLTS.
7. TIGHTEN ALL BOLTS EVENLY, REPLACE SPARK PLUGS AND WIRES.

**RIGHT SIDE**

1. UNBOLT HEADPIPE FROM EXHAUST MANIFOLD AND PUSH ASIDE.
2. REMOVE SPARK PLUGS AND EXHAUST MANIFOLD.
3. **AUTOMATIC TRANSMISSIONS ONLY:** REMOVE BOLT HOLDING TRANSMISSION DIP STICK TUBE AND SWIVEL TUBE OUT OF THE WAY.
4. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION, PLACE THE FLANGE GASKET INTO POSITION AND START ALL BOLTS.
5. TIGHTEN ALL BOLTS EVENLY, REPLACE SPARK PLUGS AND WIRES.
6. RETURN DIP STICK TUBE TO ITS ORIGINAL POSITION AND REPLACE BOLT.
7. TO CONNECT COLLECTORS TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11130.  
**NOTE:** A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21105 OR #21106; HOOKER COMPETITION TURBOS #21005 OR #21006.

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

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.

**PART NO. 6124**  
**PAGE 2**

**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 COUNTRIES.

HOOKEER INDUSTRIES MAKES NO WARRANTIES OF MERCHANTABILITY, OF FITNESS FOR PARTICULAR PURPOSE, OR THAT ITS PRODUCTS ARE APPROVED FOR GENERAL USE, OR THAT ITS PRODUCTS COMPLY WITH LAWS, REGULATIONS OR ORDINANCES IN THE STATES 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 NONCONFORMING, 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 PROHIBIT THE ADVERTISING, OFFERING FOR SALE, OR INSTALLATION OF ANY DEVICE WHICH MODIFIES A VEHICLE'S EMISSION CONTROL SYSTEM UNLESS EXEMPTED. UNLESS OTHERWISE NOTED, HOOKEER 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 ASSURE PROPER APPLICATION. IN THE OTHER 49 STATES UNLESS OTHERWISE NOTED, HOOKEER 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.