



16862HKR (cat-back dual) 1986-93 Mustang/Capri (302W) HOOKER SUPER COMPETITION EXHAUST SYSTEM

NOTE: This system is supplied with an optional racing H-Pipe/Balance Tube Assembly for use on racing vehicles only, which replaces the smaller diameter pipes for better performance and the catalytic converters to prevent damage caused by leaded racing fuel. This optional H-Pipe/Balance Tube Assembly is illegal except for racing vehicles, which may never be driven upon a highway.

NOTE: Mufflers are not supplied with this exhaust system. Hooker Headers has designed this kit in conjunction with Hooker Super Competition Aero Chamber Muffler (21502HKR), Maximum Flow (21602HKR), Super Competition Turbo (21106HKR), or Competition Turbo (21006HKR). Chrome or stainless tips are available separately. Tip inlet I.D. required is 2 1/2".

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!** We recommend welding all pipe slip joints (headpipe to muffler, etc.). If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:

1. Remove the existing exhaust system from the H-pipe back. It will be easier to cut the tailpipes where they go over the axle than to attempt to remove them in one piece.
2. Save the factory rubber hangers, as they will be used again.
3. If the vehicle is to be used for racing only, remove the factory H-pipe system. Slide the new H-pipes together and clamp using the 2 1/4" muffler clamp provided. Do not tighten completely at this time.
4. Remove the oxygen sensors from the factory H-pipes and install in the new H-pipes.
5. Install the H-pipe to 6128HKR, 6129HKR, or the stock header and start the bolts.
NOTE: WD-40™ or similar lubricant will ease the installation of the hangers into the stock rubber mounts. Install the factory air tube to the new H-pipe using the stock clamp.
6. Install the new headpipes using the flanges provided.
NOTE: We leave headpipe and tailpipe extensions slightly longer to accommodate a variety of possible muffler sizes. Some trimming may be required.
7. Install the mufflers on the end of the headpipes. Put the clamp in place and snug up, but do not tighten. It is best to support the mufflers during this step. Install the clamps.
8. Install the tailpipe extensions reusing the stock rubber mount. Clamp them in place, but do not tighten completely.
NOTE: LX models will use the pipes as they are supplied. GT models will need to measure rearward from the mount 1 1/2" and cut the pipe off. Slide on turndowns and clamp with the supplied muffler clamps.
9. Once satisfied that all pipes have sufficient clearance, tighten all the clamps starting at the headpipes working backwards.
10. Start the engine and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.
11. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

Hooker Technical Support: 1-866-GOHOLLEY

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 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 the regulated motor vehicles – check catalog listings to ensure 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.

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Date: 3-10-10