



**1979-1993 FORD MUSTANG LS ENGINE SWAP HEADERS  
70101351-RHKR (1-3/4") & 70101350-RHKR (1-7/8")  
Installation Instructions**



Thank you for choosing to use Hooker Blackheart headers as part of your swap project. These headers are part of the complete Hooker Blackheart LS engine swap solution for 1979-1993 Ford Mustang vehicles. These instructions have been written with the assumption that you have already installed an LS engine/transmission combination into your Mustang using Hooker Blackheart **71221013HKR**, **71221020HKR**, **71221021HKR**, **71221022HKR** or **71221023HKR** engine mounting brackets only.

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:** Trimming any portion of your automatic transmission case bellhousings/inspection cover that extends outward beyond the sides of the LS engine block is recommended to ease installation. Stock 4L60-4L70 and most aftermarket bolt-on bellhousings will require no trimming.

These headers are designed and validated to be compatible with **stock 1985-93 OE, Maximum Motorsports/MMKM-1, AJE MU40-UM and Team Z TZM-KM-SWAP4** K-members only. Compatibility with any other type/brand of K-member is unknown and unexpected.

The stock manual transmission clutch cable system cannot be used with these headers when using a bellhousing configured with the OE 9 o'clock fork/window position used on these cars – a hydraulic clutch conversion will be required.

Use of aftermarket flexible/angled-boot spark plug wires is required with these headers.

### **BEFORE BEGINNING:**

Check that the hardware package includes the following: If you are missing any hardware, please contact Technical Support at 1-866-464-6553 or 270-781-9741.

Qty.	Description
12	M8 x 1.25 Header Bolts

### **INSTALLATION:**

1. Disconnect the negative battery cable from the battery.
2. Remove the starter, spark plug wires, spark plugs, engine oil filter and engine oil dipstick/tube from the engine.
3. Working from the bottom of the car, feed the left side header assembly into place alongside the left side cylinder head. Place a stock (new or used) GM multi-layer steel manifold gasket between the header assembly and cylinder head and attach the header assembly to the cylinder head with (x6) supplied header bolts. Tighten the bolts to approximately 15 ft. /lbs.

4. Working from the bottom of the car again, feed the right side header assembly into place alongside the right side cylinder head. Place a stock (new or used) GM multi-layer steel manifold gasket between the header assembly and cylinder head and attach the header assembly to the cylinder head with (x6) supplied header bolts; do not tighten the bolts yet. Install the starter while the header is hanging loosely on the cylinder head, then tighten the header flange bolts the bolts to approximately 15 ft./lbs.
5. Install the factory cross-brace back onto the K-member; place the included cross-brace spacers between the brace and the K-member (one on each side) during the process.
6. Install/re-connect the spark plugs, new flexible/angle boot plug wires, oil filter, oil dipstick/tube, and negative battery cable.

### **COMPATIBILITY INFORMATION:**

These headers are compatible for use with all GM Powerglide\*, TH350\*, TH400\*, 2004R\*, 4L60E-4L70E and 4L80E/4L85E\* automatic transmissions (\* trimming to stock case bellhousing required for slip-in installation), or Tremec OE LS 4<sup>th</sup>-gen F-body T56, aftermarket T56 Magnum and TKO 500/600 manual transmissions.

These headers are integrally 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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