



**2015-17 Ford Mustang Shelby GT350/350R V8, 5.2L  
BlackHeart Long Tube Headers, 304SS  
70103315-RHKR (1-3/4") & 70103316-RHKR (1-7/8")  
Installation Instructions**



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 exhaust systems. 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 HEADER exhaust system.

**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. Please read these instructions in their entirety before attempting installation.

**CAUTION! WORK ONLY ON A LEVEL SURFACE. USE JACKS /JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.**

**INCLUDED HARDWARE:**

P/N	Qty.	Description
505R45	16	M10 x 1.25 x 25mm Flange Bolts
271R1118A	1	271R1118A Ford Mustang Front O2 Sensor Extension 24"
271R1119A	1	271R1119A Ford Mustang Front O2 Sensor Extension 12"
217R2	4	Cable Tie
599R94	2	Decal - Blackheart 4" x 2"

Check the hardware package. If anything is missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

**INSTALLATION:**

1. Disconnect the negative cable from the vehicle battery.
2. Lift the vehicle and secure on jack stands.

3. Loosen the band clamps securing the catalytic converter pipes to the mid pipe.
4. Remove the center cross brace and under belly pan.
5. Remove the (x4) left and right side O2 sensors secured before and after the catalytic converters.
6. Remove the steering shaft by removing (x3) T40 torx bolts.
7. Remove (x4) nuts securing the left and right side catalytic converters to the OE exhaust manifolds.
8. Using an engine support bar to hold the engine, remove (x2) 13mm head bolts, (x2) 13mm head studs and (x1) 15mm head nut securing the left side engine mount to the motor and chassis. Remove the engine mount.

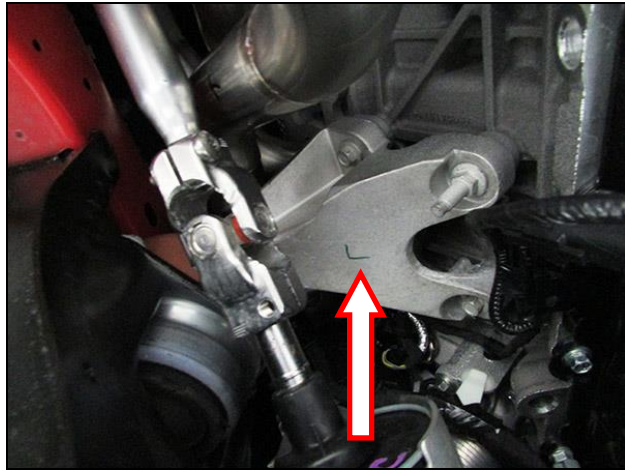
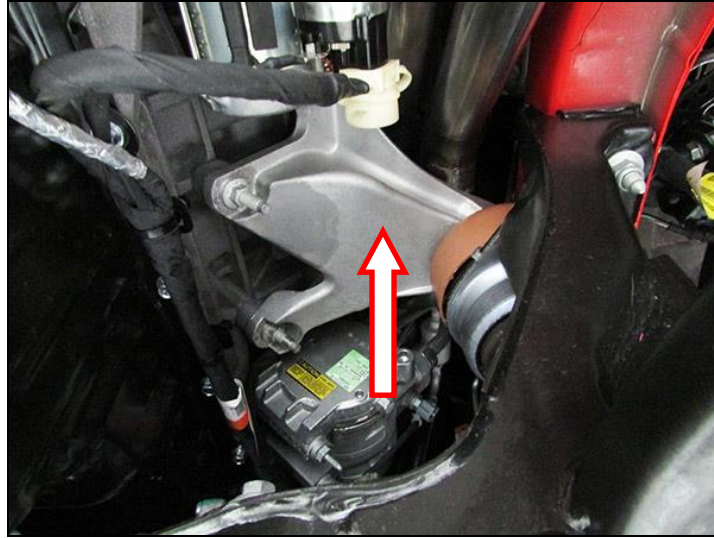


Figure 1

9. Remove (x8) 15mm head nuts securing the left side exhaust manifold to the motor and remove the exhaust manifold. Set the gasket aside as it will be re-used.
10. Remove (x8) exhaust manifold engine studs using an E8 torx socket.
11. Disconnect the left side pre-O2 sensor from the harness and install the 12" length O2 sensor extension wire.
12. Install the left side Blackheart long tube header using the original gasket (replace, if necessary) and (x8) supplied M10-1.25 x 25mm flange bolts and tighten starting with the middle and working your way out.
13. Install the left side motor mount removed from step 7 using the original hardware and tighten.
 

**NOTE:** You will have to raise the engine to get the motor mount over the chassis stud, tighten the original 15mm nut removed from step 7 and lastly the (x2) 13mm head bolts and (x2) 13mm head studs.
14. Using the original hardware removed from step 6, install the steering shaft and tighten the (x3) T40 bolts.
15. Install the extended pre-O2 sensor onto the left side Blackheart long tube header and tighten. The post O2 sensor can be disconnected since it will not be re-used.
16. Remove (x2) 13mm head nuts and (x1) 10mm head nut securing the wire harness to the starter. Now remove (x3) 10mm head bolts securing the starter to the motor and remove starter.
17. Remove (x1) 15mm head nut securing the ground to the right side engine mount.
18. Using an engine support bar to hold the engine, remove (x2) 13mm head bolts, (x2) 13mm head studs, and (x1) 15mm head nut securing the right side engine mount to the motor and chassis. Remove the engine mount.



19. Remove (x8) 15mm head nuts securing the right side exhaust manifold to the motor and remove exhaust manifold. Set the gasket aside as it will be re-used.
20. Remove (x8) exhaust manifold engine studs using an E8 torx socket.
21. Disconnect the right side pre-O2 sensor from the harness and install the 24" length O2 sensor extension wire.
22. Install the right side Blackheart long tube header using the original gasket (replace, if necessary) and (x8) supplied M10-1.25 x 25mm flange bolts and tighten starting with the middle and working your way out.
23. Install the right side motor mount removed from step 18 using the original hardware and tighten.  
  
**NOTE:** You will have to raise the engine to get the motor mount over the chassis stud, tighten the original 15mm nut removed from step 18 and lastly the (x2) 13mm head bolts and (x2) 13mm head studs.
24. Using the original (x1) 15mm nut removed from step 17, install the ground wire back onto the motor mount stud and tighten.
25. Install the extended pre-O2 sensor onto the right side Blackheart long tube header and tighten. The post O2 sensor can be disconnected since it will not be re-used.
26. Using (x4) supplied cable ties, secure the left and right side extended O2 sensor wires and ensure that they are free and clear of heat and/or moving parts.
27. Remove the vibration dampeners off the OE catalytic converter pipes and secure onto the Blackheart long tube headers.
28. The OE exhaust system will have to be modified by a professional fabricator to accept the Blackheart long tube headers or purchase the Blackheart link pipes **P/N 70503354-RHKR or 70503355-RHKR** OR Blackheart complete exhaust systems **P/N 70503350-RHKR, 70503351-RHKR, 70503352-RHKR or 70503353-RHKR** specifically designed to these long tube headers.
29. Re-install the center cross brace and under belly pan from step 4.
30. Connect the battery, start the engine, and check for leaks
31. Re-check your work.
32. Remove the jack stands and lower the vehicle.
33. After 150 miles, re-check and tighten all bolts.

**NOTE:** It is normal for the Blackheart System to emit smoke for the first few minutes during break-in period.

**Recommended:** The Blackheart long tube headers WILL emit a check engine light. We recommend using a tuner to turn off the CEL and for optimum performance.

**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 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.

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**Date: 8-25-17**