



1996-2004 FORD MUSTANG COYOTE ENGINE DRAG RACE HEADERS BH3365 (1-7/8") & BH3366 (2") Installation Instructions



Thank you for using Hooker Blackheart products on your engine swap project. These headers are part of the complete Hooker Blackheart Coyote engine swap system for 1996-2004 Ford Mustang vehicles and have been designed for use with **AJE/MU40-UM** or **Team Z/TZM-KM-SWAP** K-members and Hooker Blackheart engine mounting brackets designed specifically for them. These headers are not intended, or expected, to be compatible with any other type/brand of engine brackets/plates/mounts, including those offered by AJE or Team Z for their K-members.

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: These headers are designed and validated to be compatible with T45, T56 Magnum (Ford spec), TKO 500/600 (Ford spec), 4R70W, 6R80, MT82 and Powerglide transmissions. Compatibility with any other transmission is unknown.

These headers are not compatible with Maximum Motorsports, or other brand K-members.

These headers are compatible with the stock manual transmission clutch cable system.

Use of a Motorcraft/Ford **SA-1062/FR3Z-11002-C**, **SA-1067/GR3Z-11002-A**, or Ford Performance **M-11000-C50** Coyote starter is required with these headers. The Motorcraft/Ford **SA-991/BR3Z-11002-B** (2011-2013 Mustang Coyote starter), or clock-able aftermarket starters are not compatible with these headers.

BEFORE BEGINNING:

Check that the hardware package includes the following:

Qty.	Description
16	M8 x 1.25 Header Bolts
16	M8 x 1.5 Header Bolts

If you are missing any hardware, please contact Technical Support at 1-866-464-6553 or 270-781-9741.

INSTALLATION:

1. Disconnect the negative battery cable from the battery.
2. Remove the starter from the engine.
3. Remove the bolts/nuts connecting the steering shaft rag joint to the flange on the steering rack and separate shaft from the rack. Allow the steering shaft to hang down in a vertical position.
4. Remove any exhaust manifolds and mounting studs from the engine if present and discard them.
5. Install the right side header into place from under the car in the following manner:
 - **Team Z K-member and stock Mustang Coyote oil pan** – Remove the engine bracket to K-member coupling bolts/nuts. Raise the engine up off the K-member with an engine hoist or other suitable lifting/jacking device and shove the engine as far towards the left side of the engine bay as possible. Feed the header into place and carefully lower the engine back into position on the K-member. Reinstall the engine bracket to K-member coupling bolts/nuts and tighten them. Attach the header to the right side cylinder head using a stock exhaust manifold gasket and the supplied header bolts with the correct thread pitch. Install/tighten the bolts from the top and bottom side of the car as determined by your dexterity and the specific tools available to you.
 - **Team Z K-member and Moroso 20571 Coyote oil pan** – Have an assistant hold the header in place on the right side of the engine bay while the engine is being installed into the car, or support the engine from above with a fender mounted lifting cradle and drop the K-member down to install the header. Attach the header to the right side cylinder head using a stock exhaust manifold gasket and the supplied header bolts with the correct thread pitch. Install/tighten the bolts from the top and bottom side of the car as determined by your dexterity and the specific tools available to you.
 - **AJE K-member with stock Mustang Coyote oil pan** – Raise the engine up off the right side engine mounting bracket slightly to create the needed space to feed the header into place alongside the engine. Attach the header to the right side cylinder head using a stock exhaust manifold gasket and the supplied header bolts with the correct thread pitch. Install/tighten the bolts from the top and bottom side of the car as determined by your dexterity and the specific tools available to you.
 - **AJE K-member and Moroso 20571 Coyote oil pan** – Remove the engine bracket to K-member coupling bolts/nuts. Raise the engine up off the K-member with an engine hoist or other suitable lifting/jacking device and shove the engine as far towards the left side of the engine bay as possible. Feed the header into place and then carefully lower the engine back into position on the K-member and reinstall the engine bracket to K-member coupling bolts/nuts and tighten them. Attach the header to the right side cylinder head using a stock exhaust manifold gasket and the supplied header bolts with the correct thread pitch. Install/tighten the bolts from the top and bottom side of the car as determined by your dexterity and the specific tools available to you.
6. Install the left side header by feeding into place alongside the left side of the engine from the bottom of the car. Attach it to the left side cylinder head using a stock exhaust manifold gasket and the supplied header bolts with the correct thread pitch. Install/tighten the bolts from the top and bottom side of the car as determined by your dexterity and the specific tools available to you.
7. Re-install the starter, steering shaft and negative battery cable.

COMPATIBILITY INFORMATION:

These headers are specifically 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. Depending on the length of the specific O2 sensors you are using on your car, the O2 sensor on the driver side header collector may experience interference with the gear range electrical switch on 4R70W or 6R80 transmission. In the case of such occurrences, the O2 bung/sensor must be moved to a non-interfering location.

The tube bend geometry of these headers has been validated to be compatible with the stock 2011-17 Mustang and Moroso 20571 Coyote oil pans. The front wall of the sump of the stock Coyote oil pan will need to be dented slightly to clear the Team Z K-member cross bar.

The starter will be serviceable through the bottom or side of the K-member when using the stock 2011-17 Mustang Coyote oil pan and only be serviceable through the side of the K-member when using the Moroso 20571 Coyote oil pan.

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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