



6132HKR (Painted) STREET FORCE® CAR HEADERS

1986-93 Mustang (255-302W)

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 exhaust system.

NOTE: This header is a non-tuned shorty style, designed to be a direct bolt-on replacement for the stock tubular manifolds supplied by Ford.

NOTE: Will accommodate the E.G.R. system only.

NOTE: Will fit Dart Windsor head.

NOTE: This is a 50 state legal header – C.A.R.B. E.O. #D-164-7

NOTE: Will not fit column shifted transmissions.

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. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

BEFORE STARTING

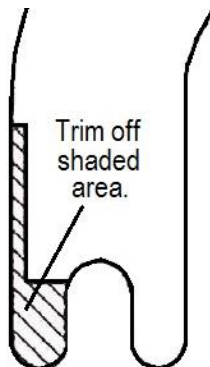
Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **CAUTION!** YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:

1. Disconnect the negative battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipes from the stock exhaust manifolds.
3. Remove the spark plugs, EGR tubes, stock exhaust manifolds, and oil dipstick & housing. Loosen the H pipe at the rear joint (muffler end) to ease header bolt up.
4. Starting from above, work the left header down into place.
5. Position the header gasket and start all bolts. Reinstall the dipstick and housing. The dipstick housing will need to be modified slightly for a better fit. See Figure 1.
6. With the header still a little loose, install the bolts from the exhaust system to the header using the 7/16" bolts supplied.
7. Tighten all bolts evenly.

NOTE: On stick shift models, it may be necessary to move the clutch cable away from the header. This can be best accomplished by bending the mounting bracket towards the fender. Be sure the cable has at least 1" of clearance from the header.

8. Starting from above, work the right header down into place.
9. Position the header gasket and start all bolts – most restricted first.
10. Reinstall the EGR tube onto the R-3 tube. Some bending may be necessary. Use anti-seize on the threads to insure easy future removal. Do not completely tighten at this time.
11. Bolt the header to the stock exhaust with the 7/16" bolts and lock washers supplied. Tighten the H pipe at the rear joint.
12. Tighten the EGR tube and all header bolts completely.
13. Replace spark plugs and plug wires.
14. Carefully examine the car to make sure all brake lines and electrical wires have sufficient clearance. On manual transmission models, check the clutch cables again for clearance.
15. Connect the battery, start the engine, and check for leaks.
16. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.



DIPSTICK TUBE BRACKET

Figure 1

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.

HOKKER 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. HOKKER™ 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.

HOKKER TECHNICAL SUPPORT: 1-866-464-6553

6132HKR

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