



P/N 6913HKR (painted) & 6913-1HKR (ceramic)
HOOKER COMPETITION FORD /MERCURY HEADERS
1967-70 Mustang/Cougar 351C
1970-71 Falcon, Fairlane, Torino, Ranchero, Cyclone, & Montego 351C

NOTE: Fits 2V heads only.

NOTE: Will not fit with manual transmission except on Mustang/Cougar. Will not fit with power steering (except on Mustang/Cougar with Hooker Power Steering Bracket P/N 10961HKR).

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.

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

LEFT SIDE:

1. Disconnect the battery to prevent damage to the electrical system.
2. Unbolt the headpipes from the exhaust manifolds and push aside.
3. Remove the spark plugs, exhaust manifold, clutch linkage, and cross shaft. If power steering equipped, unbolt the power steering ram from the frame. **NOTE:** The front bolts are easier to install if oil filter is removed.
4. Starting from below, work the header up through the chassis and start front bolt.
5. With header loose, reinstall the clutch linkage cross shaft.
6. Remove the front bolt, place the gasket into position, and start all bolts.
7. Tighten all bolts evenly. Replace the spark plugs.
8. Replace the clutch linkage and oil filter (if removed).

RIGHT SIDE:

1. Remove the exhaust manifold and unbolt the idler arm from the frame.
2. Starting from below, work the header up through the chassis and start the front bolt.
3. Place the gasket into position and start all bolts.
4. Tighten all bolts evenly.
5. Reinstall the idler arm to the frame.

NOTE: Mustangs/Cougars with power steering require the purchase of Hooker Power Steering bracket P/N 10961HKR. This bracket will lower the power steering ram to clear the header tubes.

6. To connect the collectors to the stock headpipes, bolt purchased reducer 11030HKR (with gaskets) to the collectors.
7. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.
8. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

Any questions? Please contact Technical Service: 270-781-9741. For online help, please refer to the website: www.holley.com.

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 have not received an exemption from these code sections and are to 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, HOKKER 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.