



**P/N 6208HKR (Black), 6208-1HKR (Ceramic), 6208-3HKR (Darkside), & 6208-4HKR (Titanium)
SUPER COMPETITION ENGINE SWAP HEADERS
1964-70 Mustang / Cougar (351W)**

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.

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.**

NOTE: Will not fit Dart Windsor head.

NOTE: Requires the use of 1966 and later motor mounts and frame mounts Ford P/N D00Z6038G and because of possible chassis sag, the shock towers must measure a minimum of 33-3/4" measured between the top of the shocks. Header will fit with C-6 transmission.

NOTE: Will fit with AOD (not AODE) transmissions using factory iron or aluminum heads or any aftermarket head with stock horizontal bolt, plug location and plug height. Shift lever must be upright, between the 10 to 2 o'clock position.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

RIGHT SIDE:

1. Disconnect battery to prevent damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and push aside.
3. Remove the starter, spark plugs, and exhaust manifold.
4. From above, set the R-1 tube into place, but do not start any bolts yet.
5. Starting from below, work the main body of the header up through the chassis into position and install the R-1 slip tube. Start one bolt in the flange to hold the header up. Now, reinstall the starter.
6. Remove the one bolt from the header, place the flange gasket into position and start all bolts.
7. Tighten all bolts evenly.
8. Replace the spark plugs and plug wires.

LEFT SIDE:

1. Unbolt the headpipe from the exhaust manifold and push aside.
2. Unbolt the power steering ram from the frame (if equipped).
3. Remove the clutch linkage, spark plugs, and exhaust manifold.
4. Starting from below, work the main body of the header up through the chassis into position. Install the L-3 slip tube into the main body of the header. With the header loose, work the clutch cross shaft through the header.
5. Position the gasket and start all bolts (most restricted first).
6. Tighten all bolts evenly.
7. Reinstall all linkages removed and the spark plugs.
8. Reinstall the steering arm to the frame. Cars equipped with power steering require our power steering bracket, P/N 10961HKR for reinstalling the power steering ram to the frame.
9. To connect the collectors to the headpipes, purchase Hooker Header reducer kit, P/N 11030HKR.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Aerochamber 21501HKR or 21502HKR or Hooker Max Flow Mufflers 21601HKR or 21602HKR.

10. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
11. When finished, give your vehicle a test drive, checking for any new noises. After several days of driving, retighten all bolts.

Any questions? Please contact Technical Service: 1-866-GHOLLEY (1-866-464-6553) or 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.

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 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, HOOKER 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.