



**P/N 6205HKR (Black) & 6205-1HKR (Ceramic)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1961-64 Ford/Mercury Passenger, Wagons – Full Size (includes Galaxy/Monterey) 352-427**

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: Header dual system will not fit Turbo 400 applications.

NOTE: Two tubes over frame on each side.

NOTE: To maintain equal length of all tubes, it is necessary to route pipe L4 & R4 over the frame. This will necessitate cutting small holes in the fenderwell.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

LEFT SIDE:

1. Disconnect battery cable to prevent damage to the car's electrical system.
2. Remove the stock exhaust manifold.
3. Remove the clutch linkage.
4. Remove the #4 pipe from the main body of the header.
5. Starting from below, work the main body of the header up through the chassis into position in line with the ports.
6. Place the gasket into position between the header flange and exhaust port.
7. Start all the header bolts, most restricted first.
8. Install the clutch linkage before installing the #4 pipe. The clutch linkage must be the one with override offset toward the block (not the frame). A small hole (4x4) should be cut in the fenderwell below and behind the steering box for the #4 pipe.
9. Install the #4 pipe through the hold. Slip one end into the main body and bolt the other to the cylinder head.
10. Tighten all header bolts, starting with the most restricted first.

RIGHT SIDE:

1. Remove the stock exhaust manifold.
2. Remove the motor mount bolt and raise the engine. Work the main body through the chassis, using the same procedure as on the left side. Place the gasket into position. Start all bolts in the main body.
3. Cut a notch 8 inches wide in the fender panel for the exit of the R-3 & R-4 pipes. The rear edge on the notch should be 3 inches from the firewall. The top should be 8 inches above the frame. Install the R-3 & R-4 as on the left side. After the headers have been tightened, weld to the headpipes, using the special Hooker reducer P/N 11035HKR.
4. 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.
5. 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-GOHOLLEY (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.

6205HKR

Revision Date: 12-21-11