



**6901HKR (painted), 6901-1HKR (ceramic), & 6901-2HKR (stainless)
HOOKER COMPETITION FORD /MERCURY HEADERS**

- 1966-73 Falcon, Fairlane, Torino, Ranchero, Cyclone, & Montego (255-302W) ●
 - 1964-73 Mustang / Cougar (255-302W) ●
 - 1967-73 Mustang, Fairlane / Cougar (351W) ●
 - 1966-69 Comet (255-302W) ●
 - 1970-77 Maverick (255-302W) ●

NOTE: Will not fit a Dart Windsor head.

NOTE: Will not fit 1971-73 Mustang / Cougar with manual transmissions.

NOTE: Will fit C-6 transmissions.

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 negative battery cable to prevent damage to the electrical system.
2. Unbolt the headpipes (both sides) from the stock exhaust manifolds and muffler(s). Remove from the vehicle.
3. Remove the spark plugs and clutch linkage (if manual). Remove the power steering ram from the frame.
4. Starting from below, work the header up through the chassis into position over the exhaust ports.

NOTE: Mavericks / Comets require the removal of the center motor mount bolt and raise the engine approximately 2". USE A BOARD BETWEEN THE OIL PAN AND JACK.

5. With the header loose, replace the clutch linkage (if removed).
6. Insert the flange gasket between the header and the head. Start all header bolts (most restricted first) and tighten evenly.

NOTE: Engines with a Cobra oil pan may require denting the header tubes for adequate clearance of the pan.

NOTE: Some vehicles may require trimming the motor mount, if it contacts the header tube.

NOTE: 1969 models may require denting the firewall for clearance if the L-4 tube makes contact.

7. Reinstall the power steering ram with a purchased bracket P/N 10961HKR. It may be necessary to reroute the power steering lines for header clearance.

NOTE: Mavericks / Comets: Check header for clearance of power steering ram. Dent tube(s), as needed, for clearance.

8. Automatic Transmission: Check the kickdown linkage. It may be necessary to bend the linkage towards the engine until it will work properly. Check the steering lockout rod, which may also require bending (to fit) or removal. If removed, the linkage to which it was attached must be wired in place to prevent steering from locking while the vehicle is moving.
9. Replace the spark plugs.

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs.
2. Starting from below, work the header up through the chassis into position over the exhaust ports.
3. Insert the gasket between the header and the head. Start all header bolts (most restricted first) and tighten evenly.

NOTE: 1976 Mavericks / Comets: The vacuum canister must be moved at least 1/2" sideways (to clear #4 tube) and remounted.

NOTE: It may be necessary to reroute the automatic transmission cooling lines and/or starter cables for adequate header clearance.

4. Tighten all header bolts evenly. Replace the spark plugs. If the collector contacts the emergency brake cable, the bracket must be relocated so the cable will clear. **See Figure A.**

5. If equipped with an automatic choke, connect the stock lines from the carburetor to the U-tube on the header.

6. To connect the collector to your stock exhaust system, purchase Hooker header reducer kit P/N 11030HKR.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers #21104HKR, 21105HKR, or 21106; Hooker Competition Turbos #21004HKR, 21005HKR, or 21106HKR; and a universal tailpipe #16215HKR.

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. On manual transmission models, check the clutch for clearance.

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: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

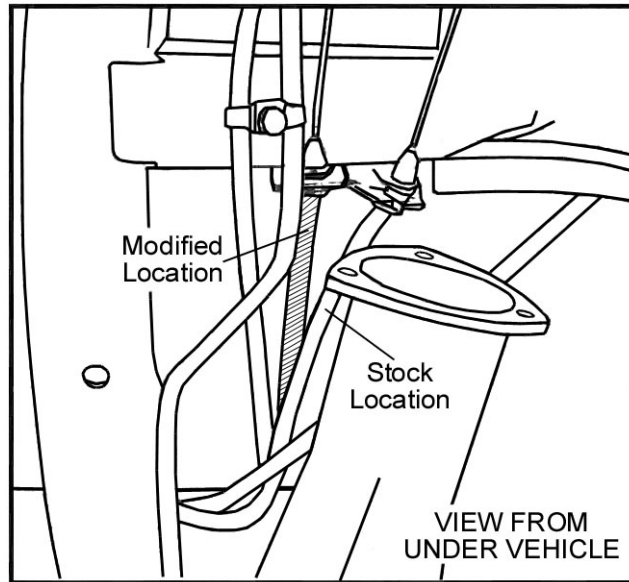


Figure A

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.

6901HKR

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