



PART NO. 6115HKR & 6115-1HKR
SUPER COMPETITION FULL LENGTH CAR HEADERS
70-71 Ford Falcon, Fairlane (66 & up), Torino, Ranchero (429 engine)
70-71 Mercury Comet, Cyclone, Montego (429 engine)
71-73 Ford Mustang / Mercury Cougar (429 engine)

NOTE: WILL NOT FIT WITH AN OIL COOLER.

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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 HEADERS.

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 cable to prevent damage to the electrical systems.
2. Unbolt the stock headpipe from the exhaust manifold and push aside.
3. Remove the oil filter, spark plugs, and exhaust manifold.

NOTE: (Optional) Remove the clutch linkage (standard transmission) will facilitate header installation.

4. Remove the #3 and #4 slip tubes from the main body of the header.
5. Starting from below, work the main body of the header up and through the chassis into position. Do not start any bolts. With the main body loose, work the #3 pipe up into position and insert into the main body. Follow the same procedure with the #4 pipe.

NOTE: Four hands are better than two for this procedure.

6. Place the gasket into position and start all bolts (most restricted first).
7. Tighten all bolts (most restricted first).
8. Reinstall the oil filter, spark plugs, and clutch linkage (if removed).

RIGHT SIDE:

1. Remove the spark plugs and exhaust manifold. **NOTE:** Loosen starter wires at solenoid and rotate towards block and retighten.
2. Remove the #3 and #4 slip tubes from the main body of the header.
3. Starting from below, work the main body up into position and start the front bolt. Now, work #3 and #4 tubes into position.
4. Remove the front bolt, place the gasket into position, and start all bolts (most restricted first).
5. Tighten all bolts and reinstall the spark plugs. **NOTE:** Make sure all transmission cooler lines and starter wires do not come in contact with header tubes.
6. To connect the collectors to the headpipes, purchase Hooker Header reducer kit, P/N 11035HKR. **NOTE:** A dual exhaust system can be fabricated using either Hooker super comp turbo mufflers: 21104HKR, 21105HKR, or 21106HKR; Hooker comp turbo mufflers: 21004HKR, 21005HKR, or 21006HKR; and universal headpipe (16215HKR). Header type mufflers do not require reducers.
7. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
8. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten 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.

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, prohibit 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.