



## P/N 6102HKR (Painted) & 6102-1HKR (Ceramic Coated) SUPER COMPETITION FULL LENGTH CAR HEADERS

1963-67 (260-289W) & 1968-73 (302W) Falcon, Fairlane (66 & up), Torino, Ranchero/Comet, Cyclone, & Montego  
1971-73 Mustang/Cougar (302W)

**NOTE:** Will not fit 71-72 Comet or 63-65 Fairlans (see 6134HKR for Fairlane application).

**NOTE:** Will not fit with C-6 automatic transmissions.

**NOTE:** Will fit Dart Windsor head.

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 headpipe from the stock exhaust manifold and push aside.
3. Remove the spark plugs, exhaust manifold, clutch linkage, transmission locking device (if equipped), and unbolt the power steering ram from frame.

**NOTE:** Cars equipped with power steering require Hooker bracket 10961HKR to reinstall the power steering (except 1972 Torino and 71-73 Mustang). Reroute power steering hoses as necessary for clearance.

4. Remove center motor mount bolt and jack engine up about 2 inches. Be sure to use a board between the pan and jack.
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the mount bolt.
6. Place the gasket into position and start all bolts (most restricted first).
7. Work the clutch linkage through the header into position.

**NOTE:** If throttle pressure linkage to automatic transmission contacts header tubes, modify according to **Figure A**.

8. Tighten all bolts (most restricted first).

#### **RIGHT SIDE:**

1. Remove the spark plugs, exhaust manifold, and idler arm from frame.
2. Starting from below, work the header up through the chassis into position. Some early models may require engine to be raised. If so, follow the same procedure as on the left side.
3. Place the gasket into position and start all bolts (most restricted first).
4. Tighten all bolts evenly (most restricted first).
5. Reinstall idler arm to the frame. Replace spark plugs.
6. To connect collectors to headpipes, purchase Hooker reducer kit 11030HKR. Bolt reducers (with gasket) to collectors. Line up headpipes, cut to the correct length and weld to the 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: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

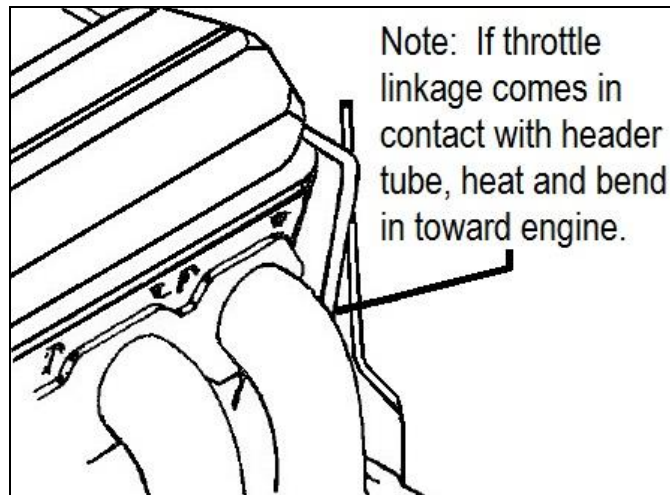


Figure A

Note: If throttle linkage comes in contact with header tube, heat and bend in toward engine.

**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 that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

**6102HKR**

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