

V-8 Exhaust Header ID Guide



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Exhaust headers are a popular topic of discussion for Mustang II owners. With the help of forum members from MustangII.net, four different exhaust headers have been identified for the 1975 thru 1978 Mustang II with the 289 - 302 engine with Windsor heads. Some are discontinued but are available on eBay from time to time.

Dynomax / Blackjack

Measurements:

Primary Tube Diameter: 1-1/2"

Collector Diameter: 3"

Flange Thickness: Just under 1/4"

Part Numbers and other markings: The older version came in a box marked "B 3609". The newer versions have the numbers "0 46" and "0692" stamped on them.

Installation Instructions: [PDF download here](#)

Pictures:



Identifying characteristics: Both sides are one piece. On the driver's side, the #7 tube goes over the top the #8 tube. It would appear there are at least two different revisions of the Blackjack header, the older version has a individual primary tube flanges and a 4 bolt collector flange. The more common, presumably newer version has one piece primary tube flanges and a 3 bolt collector flange.

Comments: Generally considered to be the best bang for the buck in terms of design and fitment. Unfortunately, it is discontinued.

Eagle

Measurements:

Primary Tube Diameter: 1-1/2"

Collector Diameter: 2-1/2"

Flange Thickness: Just under 1/4"

Part Numbers and other markings: "1105R" and "1105L" are stamped on the header flanges.

Pictures:



Identifying characteristics: The driver's side is one piece. Passenger side is two piece with the flange split between the #2 and #3 tubes. The #1 and #2 tubes are removable as one piece to ease installation.

Comments: Also discontinued and probably the rarest of the four and definitely the least talked about... One owner reported that the driver's side contacted the clutch fork cover on his 4 speed car.

Hedman

Measurements:

Primary Tube Diameter: 1-1/2"

Collector Diameter: 3"

Flange Thickness: Just under 1/4"

Part Numbers and other markings: 88350 (painted) and 88356 (ceramic coated)

Pictures:



Identifying characteristics: The driver's side is one piece. The passenger side is two piece with the flange split between the #1 and #2 tube. The #1 tube is removable to ease installation. The #1 tube drops straight down until it is below the front crossmember and then travels underneath the crossmember to meet up with the other tubes. It is available in a painted or ceramic finish.

Comments: Generally considered to be the worst of the lot because the design of the #1 tube lends itself well to getting crushed by tall speed bumps and other road hazards. Several people have been able to modify the tube so that it doesn't go underneath the crossmember which begs the questions: "Why didn't Hedman do it that way in the first place?" and "Why do they continue to make it that way?" This is the most common and least expensive header for the V8. It was also sold though Ford Racing / SVO for a while.

Hooker

Measurements:

Primary Tube Diameter: 1-1/2"

Collector Diameter: 2-1/2"

Flange Thickness: 5/16"

Part Numbers and other markings: 6120HKR or just 6120 (painted) and 6120-1HKR or just 6120-1 (ceramic coated)

Pictures:



Identifying characteristics: The driver's side is one piece. The passenger side is three pieces with the #1 and #2 tubes individually removable to ease installation. On the driver's side, there is a "Hooker" logo tag attached to the driver's side #5 or #6 tube, although some people have reported this missing on their set. From the factory, it does NOT have a collector flange installed. It is available in a painted or ceramic finish.

Comments: Along with the Blackjacks, the Hookers are considered to be the best fitting of the four, but unlike the Blackjack, are available new but at a price 2 to 3 times that of the Hedman.

Comparison Pictures

Jon Reando (50dollarcobrall) happened to have a set of Blackjack and Hooker headers and sent us these great side by side comparison pictures. He noted that the collectors had been replaced on the Hooker headers. The Blackjack headers are painted black, the Hookers

are silver.

Passenger side, outside



Passenger Side, Inside



Driver's Side, Outside



Driver Side, Inside



FAQ

Will Fox body shorty headers fit my Mustang II?

No, among other problems, the driver's side header hits the steering shaft.

Are engine swap headers available?

There have been some reports that people have made the standard 289 - 302 headers work with a 351w swap, but you can bet that something needed to be modified. Otherwise, Hedman and Hooker have some swap headers available.

Does anyone make swap headers to put a flathead Ford, Chevy straight 6, Ford 4.6L, etc in my Mustang II?

Yes, you can get almost anything you want if you have enough money / time / talent. Take a look here: <http://www.google.com/search?hl=en&q=custom+exhaust+headers>

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