



6902HKR (black paint) & 6902-1HKR (silver ceramic)

HOOKER COMPETITION FORD HEADERS

- 1978-79 Bronco (4WD) 351-400M
- 1977-79 F-150 (4WD) 351-400M
- 1977 1/2 - 1979 F-250 Low Profile & F-350 (4WD) 351-400M

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. Remove the stock headpipes and exhaust manifolds (both sides).
3. Disconnect the front drive shaft at its front U-joint. Lower it down, so it will be out of the way.
4. If manual transmission, remove clutch linkage.
5. Starting from below, work the header up through the chassis into position over the exhaust ports. **NOTE:** Header is routed between oil pan and front drive shaft.
6. Replace the front drive shaft and clutch linkage (if removed).

RIGHT SIDE:

1. Remove the starter
2. Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the gasket between the head and the flange. Start one bolt to keep the header from falling.
3. With header loose, replace the starter.
4. Start the remaining header bolts (most restricted first) and tighten evenly.
5. Top connect to stock exhaust system, use the purchased reducer P/N 11030HKR. The reducer for the right side must be cut back, so it will mate with 2 1/8" pipe. Start all header bolts (most restricted first) and tighten evenly.
6. To connect the collector to your stock exhaust system, purchase Hooker header reducer kit P/N 11030HKR. The easiest way to determine where to cut is to push a piece of the 2 1/8" pipe over the reducer as far as it will go and rotate it. Cut at the resulting mark. Bolt the reducers with gaskets to the collectors and fabricate a curved section to clear the transfer case crossmember. See Figure B. Weld fabricated sections to reducers and (at the other end) stock pipes.

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

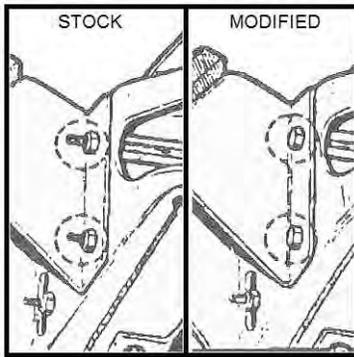


Figure A

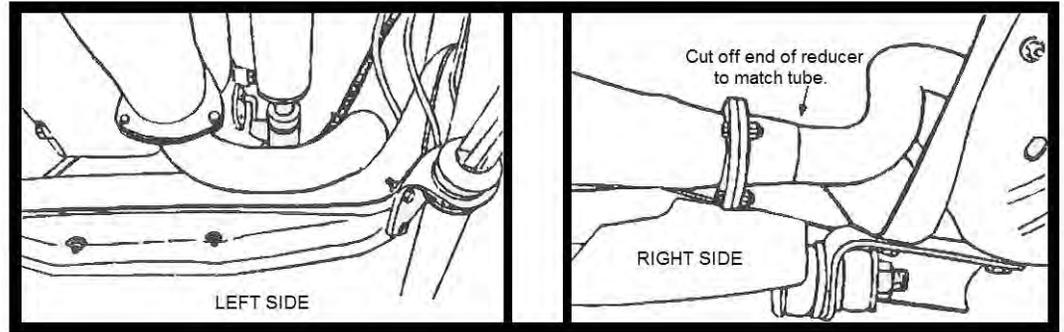


Figure B

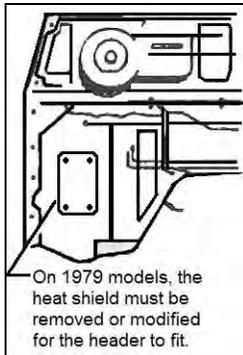


Figure C

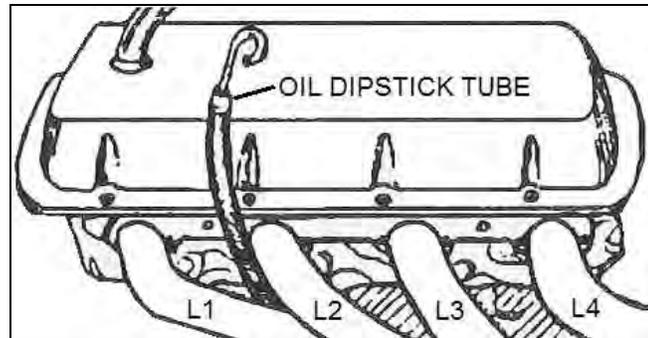


Figure D

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.