



P/N 6912HKR (painted) & 6912-1HKR (ceramic)
HOOKER COMPETITION FORD /MERCURY HEADERS
1980-95 Bronco (4WD) 351W
1980-95 F-100, F-150, F-250, & F-350 (2 & 4WD) 351W

NOTE: Will fit a Dart Windsor head.

NOTE: Reducers available with oxygen sensor on 1980 and later models: 2 1/2" bolt on P/N 11045HKR & 3" bolt on P/N 11046HKR.

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 battery to prevent damage to the electrical system.
2. Unbolt the stock headpipe and exhaust manifold.
3. Remove the spark plugs and oil dipstick tube.
4. **4WD models:** Drop the front driveshaft and push aside.
5. Work the header into place from below. Position the flange gasket, start all header bolts, and tighten them evenly.

NOTE: To work the header into place on Broncos with 4 speed transmission, remove the two bolts holding the clutch linkage to the bellhousing and let the linkage hang free until the header is in place.

6. Reinstall the spark plugs and dipstick tube.

NOTE: If your truck is equipped with cruise control, the dipstick tube can be reinstalled in its original position, using one of the header bolts. If not, bend the bracket on the dipstick tube to lay on the bend of the header. Use a hose clamp to hold it.

7. Replace the front driveshaft (if removed).

RIGHT SIDE:

1. On carbureted models, remove the air cleaner, spark plugs, and starter.
2. Remove the stock exhaust manifold and exhaust manifold.

NOTE: Before removing the manifold, be sure to disconnect the choke heat tubes or the oxygen sensor (at connector), whichever is applicable to your vehicle's engine.

NOTE: On computer-controlled models, drill out the oxygen sensor bushing on the R-4 tube and install the sensor.

3. Work the header into place from below and (with header still loose), install the starter.
4. Position the flange gasket, start all header bolts, and tighten them evenly.
5. Replace the spark plugs and air cleaner.
6. To retain heated air to the carburetor, purchase a hot air kit and attach the heat stove to the front header tube. Connect the heat stove to the fitting on the air cleaner with furnished flex hose (**Figure A**).
7. To connect the collector to your stock exhaust system, purchase Hooker header reducer kit.

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.

8. 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.
9. 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.

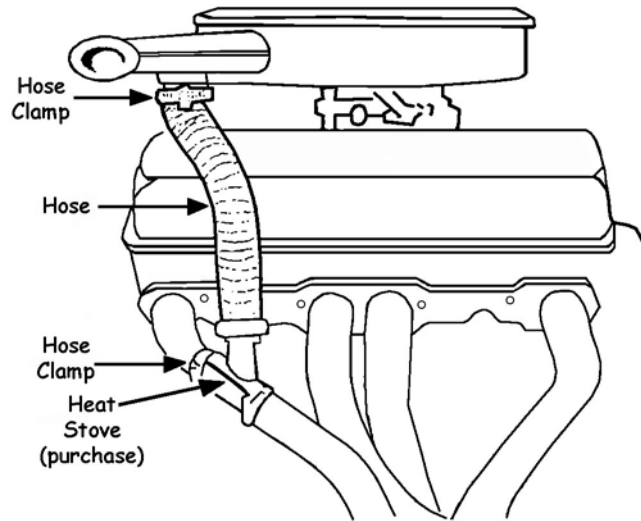


Figure A

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.