



P/N 16565HKR (header back) & 16665HKR (manifold back) 1980-95 Ford F100, F150, & F250 Pickup (2 & 4WD) HOOKER COMPETITION DUAL EXHAUST SYSTEMS

NOTES:

1. P/N 16565HKR was designed to be used with Hooker P/N 6907HKR Headers. If the dual exhaust is being installed with headers other than the P/N listed above, modifications will be required. Hooker Headers will not assume responsibility for fit or performance.
2. Mufflers are not supplied with this exhaust system. Hooker Headers has designed this kit in conjunction with Hooker Turbo Muffler 21005HKR, 21105HKR, or any equivalent 2 ¼" ID inlet by 2 ¼" ID outlet single OEM muffler.
3. Will not fit 1-ton 4 x 4.
4. Dual kit runs down right hand side between frame and driveshaft.

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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers 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!** We recommend welding all pipe slip joints (headpipe to muffler, etc.). If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:

1. Remove the existing headpipe crossover and the single exhaust system.
NOTE: For P/N 16665HKR manifold dual exhaust, on some vehicles, it may be necessary to use the slip-in 2" headpipe adapters provided.
2. Install the right side headpipe below the crossmember.
NOTE: Tighten only enough to hold in place. Install the muffler on the headpipe, with offset at bottom rear. See Figure A. Clamp the muffler in place using 2 ¼" U-clamps.
3. Install the left side headpipe below the crossmember.
NOTE: Pipe should run even with frame. Install the headpipe extension.
NOTE: Use 2 ¼" U-clamp. Tighten only enough to hold in place. Install the muffler the same as the right side. – offset at bottom rear. Use metal strap (with 3 holes) for spacing between mufflers. See Figure A. Over the front and rear of the mufflers, you will find a crossmember that a hole can be drilled in to accept a 5-1/16" bolt, 90° bracket, and rubber hanger. Clamp hangers to muffler slips using the 2 ¼" U-clamps.
4. Rotate headpipe extensions to clear the transmission crossmember, transfer case, and frame. Tighten the bolts at the collectors, extension, and mufflers.
5. Install front tailpipe extension (A).
NOTE: F100 & F150 will need approx. 18" cut off the straight end into the outlet of the muffler. Install the 2 ¼" U-clamp over the muffler slip. Tighten only enough to hold in place. (Leave the clamp loose enough so that you can rotate the pipe). Install the tailpipe (A) using 2 ¼" U-clamp on slip.
NOTE: See Figure A. The rear section of tailpipes is stacked on top of each other. Tailpipe A is on the top. This tailpipe must be installed first. Position tailpipe A for maximum clearance over the rear axle housing. As the tailpipe goes under on its way to the rear of the vehicle, find a hole in the area, or drill a new hole to bolt the bracket, 90° bracket with a large hole on one end to accept one male and one female rubber grommet, fender washers, 5-1/16" bolts, lockwashers, and nuts. Clamp hanger to tailpipe.
6. Install the front tailpipe extension B into the outlet of the muffler, using a 2 ¼" U-clamp.
NOTE: This kit is designed to fit vehicles with a 133" wheelbase.
7. Install bottom tailpipe B using 2 ¼" U-clamp on the muffler slip. Position for maximum clearance over the rear axle housing and position close on top tailpipe (approx. ½" apart). Secure tailpipes together using metal strap (with 3 holes) and 2 ¼" U-clamps. (See Figure A for the rear section).
8. Make sure that all parts of the system are clear of frame members, all hoses, suspension, and brake lines. Starting at the headers, tighten all connections – making sure all parts are clear and will not leak or rattle.
9. Start engine and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance.
10. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

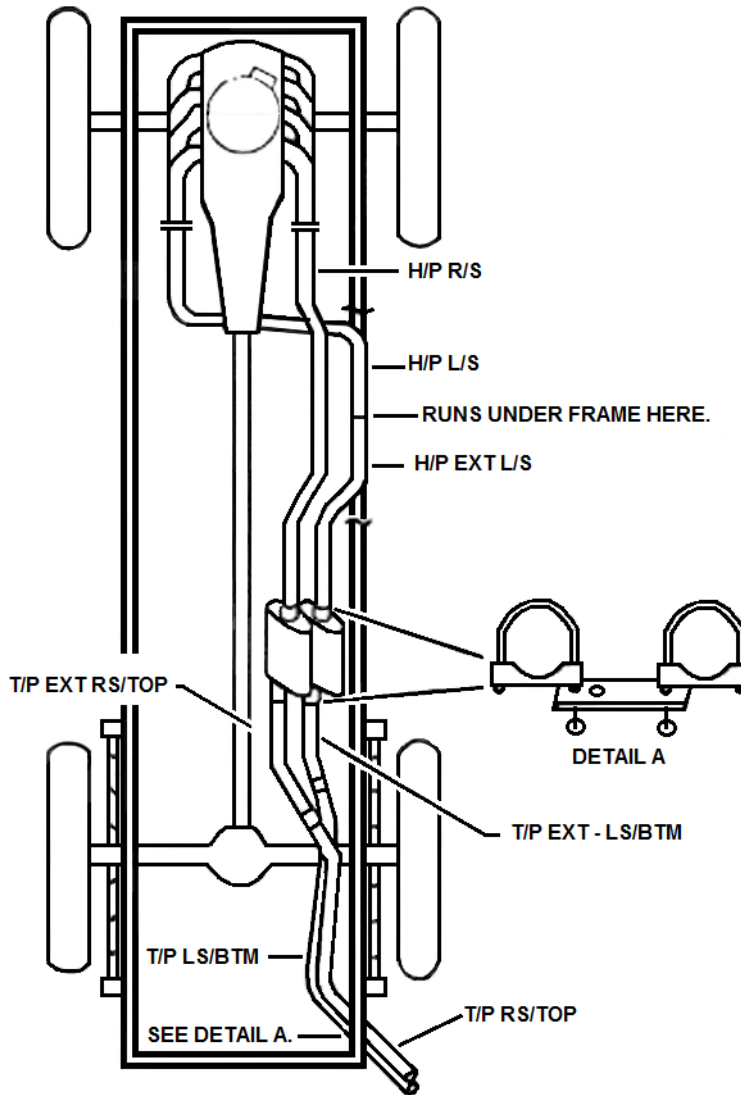


Figure A

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 Industries makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states 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 nonconforming, 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, HOKKER HEADERS have not received an exemption from these code sections and are not 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 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.