



## **PART NO. 6823HKR (painted) & 6823-1HKR (ceramic) SUPER COMPETITION FULL LENGTH HEADERS 1965-93 Ford F-100, F-150, F-250, & F-350 (240-300) 2WD**

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.

**NOTE:** Will not accommodate the 1974 and later EGR system and is recommended for racing purposes only on these models.

**NOTE:** Reducers are available with oxygen sensor on 1980 and later models: 2 1/2" bolt-on P/N 11045HKR.

**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**

1. Disconnect the battery to prevent electrical system damage.
2. Remove the stock headpipe, exhaust, and intake manifold. Retain all stock bolts.
3. Separate the intake and exhaust manifolds.
4. Remove the starter.
- NOTE:** On 1978 and later models, due to the crossmember location, it may be necessary to drop the front crossmember during installation.
5. On some models, it may be necessary to drop the alternator and bracket for access to the front lower header flange bolts.
6. From above, work the header down into position with the gasket in place. Start the stock bolts with the header still loose.
7. Place the intake manifold in position to determine if there is any contact with the casting flash. If there is, file the casting flash from the intake manifold or else trim the header flange for adequate clearance.
8. Install the intake manifold and tighten all bolts evenly. Replace the alternator and bracket.
9. On 3 speed models, it may be difficult to attach an exhaust pipe to the slip-on reducer. Shorten the reducer and have a muffler shop fabricate a bend to clear the crossmember. Also have the muffler fabricate a "7" to joint both header exits if a single exhaust is used.
10. Make sure that there is adequate clearance between the headers and the transmission cooling hoses, brake lines, fuel lines, and electrical wires. Reroute as necessary.
11. Connect the battery, start the truck, and check for leaks.

When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.