

PART NO. 6842**1988 & LATER FORD 2 & 4 WD PICKUP / 460 CID**

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 HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

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 ELECTRIC SYSTEM.
2. REMOVE AIR CLEANER.
3. REMOVE STOCK EXHAUST MANIFOLD. ON FOUR WHEEL DRIVE VEHICLES, REMOVE FRONT DRIVE SHAFT.
4. TO CONNECT EGR TUBE, DRILL THROUGH FITTING ON L-3 TUBE. REMOVE FITTING FROM STOCK MANIFOLD AND INSTALL ON HEADER.
5. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION. INSERT GASKET AND START ALL BOLTS, MOST RESTRICTED FIRST. TIGHTEN ALL BOLTS EVENLY. SCREW EGR LINE INTO FITTING ON L-3 TUBE IT MAYBE NECESSARY TO SLIGHTLY BEND THIS TUBE TO MAKE INSTALLATION EASIER.
6. REINSTALL FRONT DRIVE SHAFT, DIPSTICK TUBE AND SPARK PLUG WIRES. IT MAY BE NECESSARY TO BEND DIPSTICK TUBE AND/OR BRAKE LINES FOR ADEQUATE CLEARANCE.

RIGHT SIDE

1. REMOVE SPARK PLUG WIRES, EXHAUST MANIFOLD, HEADPIPE AND STARTER.
2. STARTING FROM BELOW, WORK HEADER UP INTO POSITION, AND INSTALL STARTER WITH HEADER STILL LOOSE.
3. WITH HEADER STILL LOOSE, INSTALL STARTER CABLE ROUTING IT THROUGH THE HEADER TUBES.
4. INSTALL #2 SLIP TUBE INTO MAIN BODY OF HEADER.
5. POSITION GASKET AND START ALL HEADER BOLTS, MOST RESTRICTED FIRST. TIGHTEN ALL BOLTS EVENLY.
6. TO COMPLETE YOUR SYSTEM, PURCHASE A HOOKER REDUCER KIT (PART NO. 11030) AND BOLT A REDUCER AND GASKET TO EACH OF THE HEADER COLLECTORS. AN EXHAUST MAY BE FABRICATED FROM THESE USING HOOKER SUPER COMPETITION MUFFLERS.
7. CONNECT BATTERY, BE SURE THAT ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY FOR MAXIMUM SAFETY AND PERFORMANCE.
8. START THE ENGINE AND CHECK EXHAUST SYSTEM FOR LEAKS.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE. WE LOVE OUR HOOKER HEADERS BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.

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HOOKER 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, HOOKER 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 INSURE 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.



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