



HOOKER COMPETITION FORD HEADERS
6904HKR (black paint) & 6904-1HKR (silver ceramic)
1969-79 Ford F-100 and F-150 (2WD) 255-302 Windsor

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.

NOTE: Will fit Dart Windsor head.

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. Unbolt the stock headpipe, push aside, and remove the stock exhaust manifold
 3. Remove the spark plugs. If equipped with manual transmission, remove the clutch return spring.
- NOTE:** If factory equipped with a smog pump, it will be necessary to cut the header flange and remove the smog fittings for the installation of the header.
See **Figure A**.
4. Starting from above, work the header down between the engine and the chassis components into place.
 5. Replace the smog fittings (if removed).
 6. Position the gasket and start all bolts (most restricted first).
 7. Tighten all bolts evenly.
 8. Replace the spark plugs and clutch return spring.

RIGHT SIDE:

1. Unbolt the stock headpipe, push aside, and remove the stock exhaust manifold
 2. Remove the starter cable.
- NOTE:** If factory equipped with a smog pump, it will be necessary to cut the header flange and remove the smog fittings for the installation of the header.
See **Figure A**.
3. Starting from under the truck, work the header up through the body and chassis into place.
 4. Replace the smog fittings (if removed).
 5. Position the gasket and start all bolts (most restricted first).
 6. Tighten all bolts evenly.
 7. Reroute and connect the starter cable.
 8. Connect the tube from the automatic choke to the heat riser on the R-4 pipe of the header.
 9. To connect collectors to your existing stock exhaust system, purchase Hooker Reducers P/N 11025HKR. Position the gasket and bolt the reducer to the collector. Cut the headpipe to the correct length and weld to the reducer.
 10. Replace the spark plugs and clutch return spring.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers #21105HKR or 21106; Hooker Competition Turbos #21005HKR or 21106HKR; and a universal tailpipe.

11. 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.

MODELS WITH SMOGGERS -
GRIND FLANGE TO CLEAR SMOG FITTINGS.

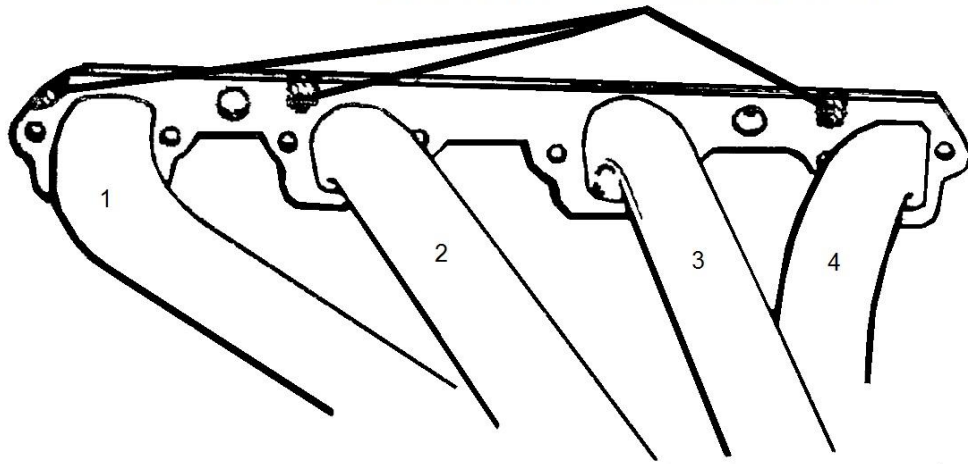


Figure A