



**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.

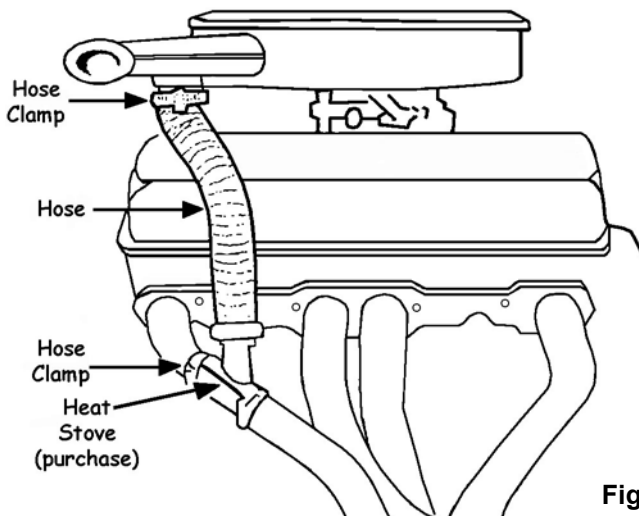
**NOTE:** Before removing the manifold, be sure to disconnect the choke heat tubes or the oxygen sensor (at connector), whichever is applicable to your vehicle's engine.

**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.



**Figure A**