



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.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

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.

HOOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state 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 non-conforming, 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 to 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 the regulated motor vehicles – check catalog listings to ensure 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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Date: 5-19-05