



HOOKER COMPETITION FORD HEADERS
6906HKR (black paint) & 6906-1HKR (ceramic)
1969-76 Ford F-100 and F-150 (4WD) 352-390

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 not fit with passenger car heads.

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. Remove the stock headpipes (both sides) and the stock exhaust manifold.
3. Disconnect the front drive shaft at the front differential.
4. Remove the clutch linkage and dipstick tube.
5. Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the gasket between the head and flange and start all bolts (most restricted first). Tighten evenly.
6. Install the oil dipstick tube and dipstick. It may be necessary to bend the tube slightly for it to bolt to the head.
7. Replace the clutch linkage and reconnect the front drive shaft.

RIGHT SIDE:

1. Remove the starter.
2. Some models require the head shield on the motor mount to be removed or trimmed for header clearance. See **Figure A**.
3. Remove the nut from the center motor mount bolt. Using a board between the pan and jack, raise the engine approximately 2 inches.
4. Starting from below, work the header up through the chassis into position. If the top motor mount bolt interferes with the header, remove and reverse it (See **Figure A**).
5. With the flange gasket in place, start the center top header bolt. While the header is still loose, replace the starter.
6. Start the remaining header bolts (most restricted first). Lower the engine and replace the motor mount nut (center bolt). Tighten all bolts evenly.
7. If equipped with an automatic choke, remove the choke tubes from the stock exhaust manifold and install in the U-tube on the #4 pipe. Connect to the stock carburetor fittings.
8. To connect headers to the stock exhaust system, slip purchased Hooker P/N 11125HKR reducers over the collectors.

NOTE: Finish the performance job your headers started by adding a Hooker Competition dual exhaust system. Large 2 ¼" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow. Press bending will crush the pipe, easily reducing volume by more than 10%. Our dual exhaust system is perfect when used in conjunction with Hooker Super Competition Turbo Muffler #21105HKR or Hooker Competition Turbos #21005HKR and a universal tailpipe.

9. 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.

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

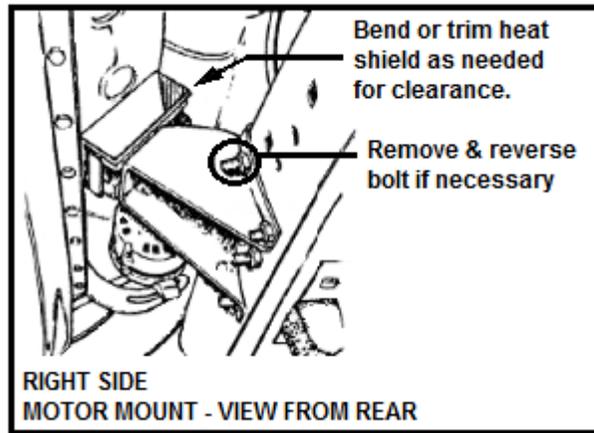


Figure A

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.

HOKKER 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, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER 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 the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOKKER 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.