



P/N 8900HKR & 8900-1HKR
TOYOTA COMPETITION HEADERS
1975-88 Toyota Pickup (20R & 22R) 2 & 4WD

NOTE: Will not fit EFI engines.

NOTE: Reducers are available with oxygen sensor on 1980 and later models: 2 1/2" bolt-on P/N 11045HKR.

NOTE: This header is not equipped to accept an oxygen sensor. To retain the sensor on models so equipped, a mount must be fabricated.

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 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

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the stock headpipe, including the bracket at the rear (if stick) or front (if auto) of the transmission.

NOTE: Since the bolts holding the rear bracket (stick shift), go all the way through the transmission wall and some oil will leak when they are removed, we recommend loosening all the bolts and removing them one at a time. Swivel the bracket out of the way and replace the bolt quickly. Check the transmission oil level when finished.

3. Remove the face of the heatshield (over exhaust manifold). Remove the bolts holding the smog air tube to the exhaust manifold.
4. On models with an oxygen sensor, remove the oxygen sensor and gasket from the stock manifold. A new mount for the oxygen sensor must be fabricated to reinstall on the header.
5. Remove the stock exhaust manifold and inside half of the heatshield.
6. Place a flange gasket against the head. Replace the inside half of the stock heatshield (over studs). Replace the other flange gasket. See **Figure A**.

NOTE: Some models (mostly 4WD) will require the removal or modification of the heatshield attached to the floor for proper collector ring clearance.

7. Starting from above, work the header down through the chassis into position and slide onto the head studs.
8. Start the stock nuts, with furnished lockwashers. Tighten evenly.
9. Position the smog air tube over the fittings on the header. Insert the gasket between the tube and fittings (use sealant on both sides of gaskets). Start the stock bolts and tighten evenly. See **Figure A**.
10. Replace the face of the stock heatshield over the header and secure with the stock nuts.
11. To connect the collector to the existing headpipe, purchase Hooker reducer kit, P/N 11125HKR.
12. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
13. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all 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.

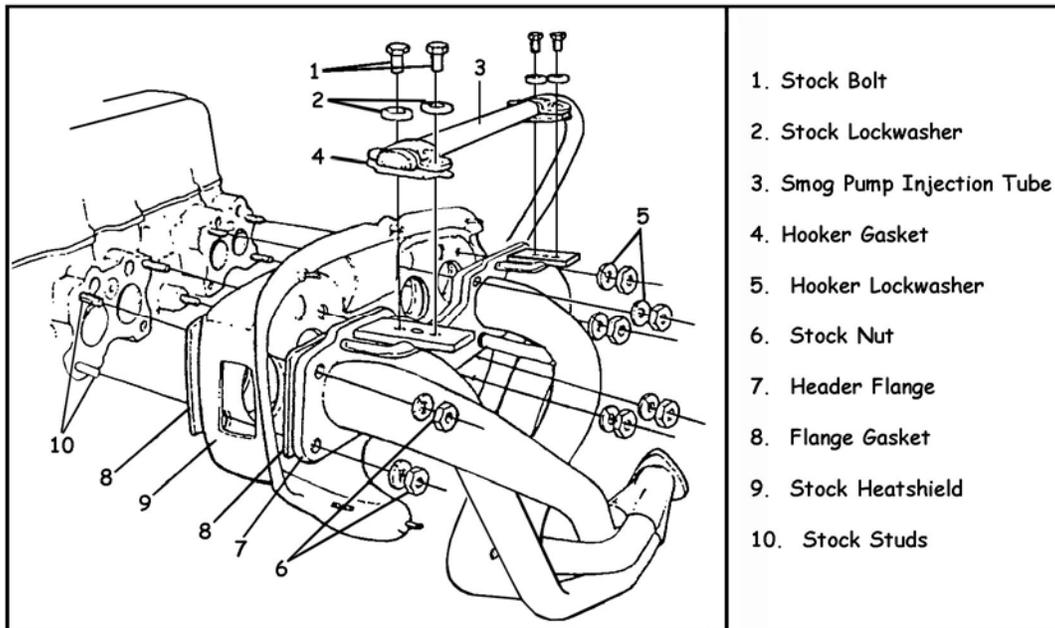


Figure A

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 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, 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.

8900HKR

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