



**2011-14 Ford F-150 V8, 5.0L  
BlackHeart Shorty Headers, 409SS  
70303405-RHKR  
Installation Instructions**



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.

**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. Please read these instructions in their entirety before attempting installation.

**CAUTION! WORK ONLY ON A LEVEL SURFACE. USE JACKS /JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.**

**INCLUDED HARDWARE:**

P/N	Qty.	Description
539R25	4	10mm x 1.5mm Nuts
505R60	4	10mm x 1.5mm x 55mm Bolt
599R94	2	Decal - Blackheart 4" x 2"

Check the hardware package. If anything is missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

**INSTALLATION:**

1. Disconnect the battery cables from the battery to prevent electrical damage.
2. DO NOT DEPEND ON A JACK! Use jack stands and block the rear tires to safely support the vehicle.
3. Loosen and remove the 2 bolts at the exhaust flange connection.
4. Loosen and remove the (x4) bolts to remove the skid plate on the left (driver's) side of the transmission cross member (if so equipped).
5. Un-plug the (x4) O2 sensors on the Y-pipe.

6. Loosen the clamp of the left (driver's) side converter pipe.
7. Loosen and remove the (x2) nuts from the left (driver's) side converter pipe attached to the OE manifold. Remove the pipe.
8. Remove the (2) bolts holding the left and right heat shields from the top of the transmission cross member.
9. Use the floor jack and the jack stand to support the transmission.
10. Loosen and remove the (x2) nuts from the transmission mount.
11. Loosen and remove the (x4) nuts/bolts from the transmission cross member. Remove the cross member.
12. Loosen and remove the bolts on the exhaust hanger mounted to the transmission.
13. Loosen and remove the (x2) nuts from the right (passenger's) side converter/Y-pipe flange to OE manifold. Remove the OE Y-pipe and slide transmission mount off of Y-pipe hanger rods.
14. Reinstall the transmission mount and cross member temporarily.
15. Disconnect wires from starter, and remove starter.
16. Remove belt from A/C compressor, disconnect electrical connector, and remove (x3) bolts from A/C compressor. Move compressor towards the front of engine (do not disconnect A/C lines).
17. Loosen and remove the (x2) nuts from the right (passenger's) side motor mount.
18. Raise the right (passenger's) side of the engine with a jack.
19. Remove the right (passenger's) side heat shield from exhaust manifold.
20. Loosen and remove the (x8) nuts from the right (passenger's) exhaust manifold. Then remove the manifold.
21. Install the right (passenger's) side Blackheart header-back on the cylinder head using the original gasket (replace if necessary) and the (x8) OE nuts. Tighten by starting in the middle and working outward.
22. Lower engine down and reinstall the (x2) nuts on the right (passenger's) side motor mount and tighten.
23. Reinstall A/C compressor, electrical connector, tighten the (x3) mounting bolts and reinstall belt.
24. Reinstall the starter and wires.
25. Remove (x2) bolts in the steering shaft, and remove the shaft by sliding it together.

**NOTE: DO NOT TURN STEERING WHEEL WHILE SHAFT IS REMOVED. DAMAGE MAY OCCUR.**

26. Remove the left (driver's) side heat shield from exhaust manifold.
27. Loosen and remove the (x8) nuts from the left (driver's) exhaust manifold. Remove the manifold.
28. Install the left (driver's) side Blackheart header-back on the cylinder head using the original gasket (replace if necessary) and (x8) OE nuts. Tighten by starting in the middle and working outward.
29. Reinstall steering shaft with (x2) bolts and tighten (use of thread locker on bolt threads is recommended).
30. Use a floor jack and jack stand to support the transmission.
31. Remove the cross member and transmission mount.
32. Install the factory exhaust hanger mount on the Y-pipe.
33. Install the Y-pipe using the supplied nuts and bolts to attach to right (passenger's) Blackheart header. Only finger tighten at this point.
34. Reinstall the factory exhaust hanger mount on the transmission using the original bolts and tighten.
35. Reinstall the transmission cross member using the original (x4) nuts and bolts and tighten.

36. Lower the transmission onto the cross member. Reinstall the original (x2) nuts on the transmission mount and tighten.
37. Reattach both the left and right side heat shields to the top of the transmission cross member using the original (x2) bolts.
38. Reinstall left (driver's) side converter pipe and attach to Blackheart header with supplied nuts and bolts. Only finger tighten at this point.
39. Reattach exhaust system at the flange connection using the original (x2) bolts.
40. At this time tighten (x4) nuts and bolts evenly attaching OE Y-pipe to Blackheart headers, tighten the clamp for the left (driver's) side converter pipe, and tighten (x2) bolts at the exhaust flange connection.
41. Reconnect the (x4) O2 sensor connectors.
42. Reinstall the skid plate using the original (x4) bolts (if so equipped).
43. RE-CHECK ALL OF YOUR WORK.
44. Remove the vehicle from the jack stands.
45. Reconnect battery cables, making sure all connections are secured.
46. Start the engine and allow it to come to normal operating temperature. Check for leaks. Shut the engine off and allow it to cool down.
47. Recheck all the connections to ensure they are secure.
48. Give vehicle a test drive checking carefully for any new noises.
49. After several days of driving, check connections and re-tighten all bolts.

**NOTE: It is normal for the Blackheart Headers to emit smoke for the first few minutes during break-in period.**

**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 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. HOOKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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