

PART NO. 7402HKR

1975-80 FORD PINTO WITH SMALL BLOCK FORD V8

NOTE: 1. TO BE USED WITH THE SMALL BLOCK FORD V-8 260, 289 OR 302. TRANSMISSIONS FORD C-4 AUTOMATIC, FORD TOP LOADER 4SP OR B-W T-10.

3. HEADER WILL NOT FIT VEHICLES EQUIPPED WITH POWER STEERING, POWER BRAKES OR AIR CONDITIONING.
4. HEADER INSTALLATION IS TO BE DONE AT SAME TIME AS ENGINE CONVERSION.

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 HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

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.

ENGINE AND HEADER INSTALLATION - PLEASE READ CAREFULLY

1. DISCONNECT BATTERY MOUNTING BOX FROM FENDERWELL. BATTERY WILL HAVE TO BE LOCATED ELSEWHERE IN VEHICLE AFTER CONVERSION IS COMPLETE. REMOVE BOTH FRONT WHEELS.
2. DRAIN COOLING SYSTEM, MARK AND DISCONNECT ALL LINES, HOSES AND WIRES ATTACHED TO ENGINE AND TRANSMISSION. REMOVE RADIATOR, DRIVE SHAFT, DRAIN FLUID FROM TRANSMISSION. MARK POSITION OF HINGES ON HOOD. REMOVE HOOD.
3. POSITION AND SECURE HOIST TO ENGINE USING SLING DESIGNED FOR THIS PURPOSE. REMOVE ENGINE MOUNT BOLTS, REAR TRANSMISSION MOUNT BOLTS AND REAR CROSSMEMBER. LIFT OLD ENGINE AND TRANSMISSION OUT OF CAR AS ONE UNIT, PLACE TO ONE SIDE. SAVE REAR CROSSMEMBER FOR LATER USE.
4. DISCONNECT STEERING SHAFT AT RUBBER INSULATOR AND TIE IT UP OUT OF THE WAY. REMOVE (3) NUTS ON BOLTS THAT HOLD RACK AND PINION ASSEMBLY TO FRAME. PULL THIS ASSEMBLY OFF BOLTS AND LET IT HANG DOWN. DO NOT PULL THESE BOLTS OUT OF FRAME. REMOVE FRAME SUPPORTS FROM RIGHT AND LEFT SIDE OF CAR. ALSO REMOVE RIGHT AND LEFT CASTER ADJUSTING STRUTS. SEE ILLUSTRATION "A".
5. ON LEFT SIDE OF ENGINE COMPARTMENT THERE ARE (4) 3/8" BOLTS HOLDING FRAME MOUNT STAND TO CHASSIS. REMOVE ALL FOUR BOLTS AND REPOSITION FRAME MOUNT STAND 1" TO THE REAR OF ITS ORIGINAL POSITION. SEE ILLUSTRATION "B". MARK, CENTER PUNCH AND DRILL 13/32" DIAMETER (3) HOLES. USING ORIGINAL BOLTS SECURE FRAME MOUNT STAND TO CHASSIS. IT MAY BE NECESSARY TO BEND DOWN LOWER LIP OF FRAME SO THE BOTTOM OF THE FRAME MOUNT WILL REST FLUSH AGAINST THE FRAME. **A 2300 CC FRAME MOUNT MUST BE USED.**
NOTE: WE SUGGEST WELDING REAR SIDE OF FRAME MOUNT TO FRAME SINCE THE REAR BOTTOM BOLT HOLE IS NOT USED.
6. RIGHT SIDE FRAME MOUNT STAYS IN ITS ORIGINAL POSITION.
7. DEPENDING WHICH TRANSMISSION YOU HAVE SLATED FOR USE IN YOUR VEHICLE, THE TRANSMISSION TUNNEL WILL HAVE TO BE MODIFIED TO ADEQUATE CLEARANCE. THE C-4 AUTOMATIC WILL NEED MORE ROOM BY THE TOP BOLT BOSSES AND THE PASSENGER SIDE OF THE BELLHOUSING HAS A BOSS WHICH STICKS OUT. THESE REQUIRE RELIEVING OF THE TUNNEL WITH A BALL PEEN HAMMER. IT'S A GOOD IDEA TO UNBOLT THE HEATER FROM UNDER THE DASH AND SLIDE BACK OUT OF THE WAY TO AVOID DAMAGE TO IT. FOUR SPEEDS NEED SIMILAR MODIFICATION TO THE TRANS TUNNEL UNLESS A SCATTERSHIELD WILL BE USED IN WHICH INSTANCE IT WILL BE NECESSARY TO CUT OUT THE FORWARD PORTION OF THE TUNNEL AND REPLACE WITH A PIECE SHAPED TO CLEAR THE SCATTERSHIELD. SEE ILLUSTRATION "C".
8. THE STOCK V8 OIL PAN WILL NOT CLEAR THE RACK AND PINION ASSEMBLY. THE STOCK OIL PAN MUST BE DENTED SLIGHTLY (SEE ILLUSTRATION "D") USING A ROUNDED BAR.
CAUTION: DENTING PAN MORE THAN 1/4" MAY CAUSE OIL PAN TO COME INTO CONTACT WITH CRANKSHAFT. OIL PAN FORD PART NO. D5ZZ-6675-A WILL CLEAR RACK AND PINION ASSEMBLY WITH NO MODIFICATION.
9. ASSEMBLE ENGINE AND TRANSMISSION TO BE USED IN SWAP AND INSTALL MOTOR MOUNTS PURCHASED FROM FORD (PART NO. D7ZZ-6038-B RIGHT SIDE; D7ZZ-6038-A LEFT SIDE). DO NOT TIGHTEN BOLTS HOLDING MOUNTS TO ENGINE. IF AUTOMATIC TRANSMISSION IS USED, TRIM BOSS OFF LOWER LEFT SIDE OF BELLHOUSING. SEE ILLUSTRATION "E". ALSO IF AUTOMATIC TRANSMISSION IS TO BE USED, THE KICK DOWN ARM MUST BE ELIMINATED. THIS MEANS ALL DOWN SHIFTING WILL BE DONE MANUALLY.
10. USING ENGINE HOIST CAREFULLY LOWER ASSEMBLED ENGINE AND TRANSMISSION INTO ENGINE COMPARTMENT. WITH ENGINE STILL SUSPENDED FROM HOIST, PUSH ENGINE TO LEFT SIDE OF CHASSIS AND WORKING FROM BELOW INSTALL MAIN BODY OF RIGHT HEADER UP INSIDE FRAME. POSITION GASKET AND START BOLTS BUT DO NOT TIGHTEN. LOWER ENGINE AND INSTALL FRONT MOTOR MOUNT BOLTS.

PART NO. 7402HKR

PAGE 2

11. THE SLOTS LOCATED ON ORIGINAL REAR CROSSMEMBER WILL NEED TO BE LENGTHENED TO PROVIDE ADDITIONAL ROOM FOR ADJUSTMENT. USING A HYDRAULIC JACK LIFT TRANSMISSION UP INTO TUNNEL. USE TRANSMISSION MOUNT C8ZZ-6068-A. ATTACH MOUNT TO TRANSMISSION. REVERSE MODIFIED CROSSMEMBER SO THAT IT WILL CLEAR TRANSMISSION. POSITION CROSSMEMBER ON FRAME. ATTACH BACKING PLATE THAT IS PROVIDED TO UNDERSIDE OF CROSSMEMBER FOR EXTRA STRENGTH. SEE ILLUSTRATION "F".
12. WORKING FROM BELOW POSITION MAIN BODY OF LEFT SIDE OF HEADER UP BETWEEN FRAME AND BELLHOUSING INTO PLACE. DO NOT START BOLTS. IT MAY BE NECESSARY TO RAISE LEFT OF ENGINE APPROXIMATELY 1" TO AIDE INSTALLATION. REMOVE MOTOR MOUNT BOLT AND USING A BOARD BETWEEN OIL PAN AND JACK ELEVATE ENGINE. LOWER ENGINE AND REPLACE MOTOR MOUNT BOLTS.
13. REPLACE RACK AND PINION ASSEMBLY AND TIGHTEN BOLTS. RECONNECT STEERING SHAFT DISCONNECTED IN STEP #4.
14. REFERRING TO ILLUSTRATION "G" CUT HOLE IN LEFT FENDERWELL AS SHOWN. WORKING FROM UNDER RIGHT FRONT FENDERWELL INSTALL HEADER TUBE R-4 INTO SLIPPER THEN POSITION ON HEAD. INSTALL L-3 IN THE SAME WAY. POSITION GASKET; START ALL BOLTS (MOST RESTRICTED FIRST). TIGHTEN.
NOTE: BRAKE AND GAS LINES MUST BE RELOCATED ON LEFT SIDE TO PROVIDE ADEQUATE CLEARANCE.
15. REFERRING TO ILLUSTRATION "H" CUT RIGHT FENDERWELL AS SHOWN. WORKING FROM UNDER RIGHT FRONT FENDERWELL INSTALL HEADER TUBES R-4 FIRST INTO SLIPPER THEN POSITION ON BLOCK. NEXT R-3. DUE TO VARIATION IN MANUFACTURING SOME TUBES MAY COME INTO SLIGHT CONTACT WITH PART OF CHASSIS. USE A BALL PEEN HAMMER ON CHASSIS TO PROVIDE ADDITIONAL CLEARANCE. START REMAINDER OF HEADER BOLTS (MOST RESTRICTED FIRST). TIGHTEN EVENLY.
16. REINSTALL LEFT AND RIGHT CASTER ADJUSTING STRUTS AND FRAME SUPPORTS REMOVED IN STEP #4 AND FRONT WHEELS.
17. CHECK TO SEE THAT ALL WIRES, BRAKE LINES AND HOSES HAVE ADEQUATE CLEARANCE FROM HEADERS. REPOSITION SPARK PLUG WIRES FOR BEST CLEARANCE.
18. DUE TO VARIATION IN MANUFACTURING ENGINE MAY NOT SIT LEVEL FROM RIGHT TO LEFT IN CHASSIS. USING A SMALL LEVEL ACROSS THE MOUTH OF INTAKE MANIFOLD LEVEL ENGINE BY PLACING FLAT WASHER BETWEEN ENGINE MOUNT AND ENGINE. ONCE ENGINE IS LEVEL USE A LONGER BOLT TO SECURE ENGINE MOUNT TO ENGINE.
19. AN EXHAUST SYSTEM CAN BE FABRICATED USING HOOKER REDUCER, PART NO. 11030.

THE V8 TRANSPLANT REQUIRES A NEW RADIATOR. SUCH A RADIATOR FROM A 1965 MUSTANG WORKS WELL OR ANY OTHER RADIATOR WITH THE SAME APPROXIMATE DIMENSIONS. THE HOOD LOCK MECHANISM AND THE HOOD SUPPORT ROD MUST BE REMOVED, AND THE RADIATOR IS TO BE INSTALLED BETWEEN THE GRILLE AND RADIATOR SUPPORT. THE SUPPORT WILL HAVE TO BE TRIMMED AS MAY THE GRAVEL PAN TO ACCOMMODATE THE LARGER RADIATOR. MOUNTING BRACKETS WILL HAVE TO BE FABRICATED FOR THE RADIATOR. TO INCREASE FAN TO RADIATOR CLEARANCE, USE AN ALUMINUM WATER PUMP FROM A 1965 MUSTANG 289. A STOCK FORD FAN PART NO. CODZ-8600A WILL WORK WITH MOST APPLICATIONS. SEE ILLUSTRATION "I".

IT MAY BE NECESSARY TO RELOCATE THE HORN AND/OR IGNITION COIL FOR ADEQUATE CLEARANCE. THE LATCH MECHANISM YOU REMOVED EARLIER MAY BE REPLACED BY HOOD PINS. IF THE THROTTLE CABLE NEEDS TO BE REPLACED, USE FORD PART NO. D5ZZ9A758-B. THE BATTERY MAY BE REMOVED TO THE TRUNK OR THE FRONT LEFT SID OF THE ENGINE COMPARTMENT WITH MINOR MODIFICATION TO THE FENDERWELL.

THE STOCK PINTO REAREND IS STOUT ENOUGH FOR THIS TRANSPLANT UNLESS THE CAR WILL BE USED FOR RACING OR HARSH STARTS AND ACCELERATION. IF REAR IS TO BE CHANGED, WE RECOMMEND A 9" REAR FROM A 1957 FORD AS A STRONG REPLACEMENT. A NEW DRIVESHAFT MUST BE FABRICATED. HEAVY DUTY FRONT COIL SPRINGS ARE SUGGESTED. FRONT END WILL NEED TO BE REALIGNED. CHECK CLEARANCE BETWEEN HOOD AND AIR FILTER AS IT MAY BE NECESSARY TO INSTALL A FUNCTIONAL HOOD SCOPE TO ALLOW ROOM FOR AIR CLEANER.

AGAIN, TIGHTEN ALL BOLTS SECURELY, ESPECIALLY THOSE HOLDING MOTOR AND TRANS IN PLACE. AFTER SEVERAL HOURS DRIVING AND/OR RUNNING GO BACK AND TIGHTEN.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-866-464-6553

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER

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