

PART NO. 6839

**HOOKER SUPER COMPETITION HEADER
1980-87 FORD 2 & 4 WHEEL DRIVE TRUCK WITH 460 CID
1980-87 FORD 4 WHEEL DRIVE TRUCK WITH 429-460 CID (SWAP)**

(USE FRAME STANDS AND MOTOR MOUNTS FROM 1983 2 OR 4 WHEEL DRIVE WITH ORIGINAL 460 CID ENGINE.)

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.

INSTALLATION PROCEDURE - PLEASE READ CAREFULLY

DISCONNECT BATTERY CABLE TO PREVENT DAMAGE TO THE ELECTRICAL SYSTEM.

LEFT SIDE

1. REMOVE AIR CLEANER, SPARK PLUG WIRES AND DIPSTICK TUBE.
2. SUPPORT TRANSMISSION IN PLACE AND REMOVE TRANSMISSION CROSSMEMBER. REMOVE HEADPIPE AND REPLACE CROSSMEMBER.
3. REMOVE STOCK EXHAUST MANIFOLD. ON FOUR WHEEL DRIVE VEHICLES, REMOVE FRONT DRIVE SHAFT.
4. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION. INSERT GASKET AND START ALL BOLTS, MOST RESTRICTED FIRST. TIGHTEN ALL BOLTS EVENLY.
5. REINSTALL FRONT DRIVE SHAFT, DIPSTICK TUBE AND SPARK PLUG WIRES. IT MAY BE NECESSARY TO BEND DIPSTICK TUBE AND/OR BRAKE LINES FOR ADEQUATE CLEARANCE.

RIGHT SIDE

1. REMOVE SPARK PLUG WIRES, HEAT STOVE FROM MANIFOLD, EXHAUST MANIFOLD AND STARTER.
2. REMOVE THE TWO NUTS HOLDING MOTOR MOUNT TO ENGINE STAND. PLACE A BOARD UNDER HARMONIC BALANCER, AND USING A SMALL JACK, RAISE ENGINE APPROXIMATELY 1-1/2". REMOVE ENGINE STAND FROM FRAME AND MOTOR MOUNT FROM ENGINE.
3. STARTING FROM BELOW, WORK HEADER UP INTO POSITION, AND INSTALL STARTER WITH HEADER STILL LOOSE.
4. REPLACE ENGINE STAND AND MOTOR MOUNT. CAREFULLY LOWER ENGINE AND REPLACE THE TWO NUTS HOLDING MOTOR MOUNT TO STAND.
5. WITH HEADER STILL LOOSE, INSTALL STARTER CABLE ROUTING IT THROUGH THE HOLE IN THE CROSSMEMBER AND BETWEEN THE #1 AND #4 HEADER TUBES.
6. POSITION GASKET AND START ALL HEADER BOLTS, MOST RESTRICTED FIRST. TIGHTEN ALL BOLTS EVENLY.
NOTE: ON 1980 MODELS WITH 429 CID, IT MAY BE NECESSARY TO TRIM INNER FENDERWELL.

8. TO COMPLETE YOUR SYSTEM, PURCHASE HOOKER REDUCER KIT (PART NO. 11030) AND BOLT A REDUCER AND GASKET TO EACH OF THE HEADER COLLECTORS.

NOTE: A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21105 OR #21106; HOOKER COMPETITION TURBOS #21005 OR #21006.

9. RECONNECT BATTERY AND CHECK FOR ADEQUATE CLEARANCE OF HEADER TUBES AND WIRES, GAS LINES, AND BRAKE LINES. REROUTE AS NECESSARY FOR MAXIMUM SAFETY AND PERFORMANCE.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-800-464-6553.

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.



Super Competition

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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

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