



**6903HKR (black paint), 6903-1HKR (silver ceramic),
6903-3HKR (Darkside), & 6903-4HKR (Titanium)**

HOOKER COMPETITION FORD HEADERS

- 1965-76 Ford F-100, F-150, & F-250 (2WD) 352-390
- 1967-75 F-350 (2WD) – excluding camper special 352-390

NOTE: Will not fit with passenger car heads.

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.

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 systems.
2. Unbolt the stock headpipe and crossover pipe; disconnect at muffler and remove.
3. Remove the stock exhaust manifold and clutch linkage (if manual transmission).
4. Starting from below, work the header up through the chassis into position.

NOTE: Some models may require engine to be raised to install header.

5. Insert gasket between the flange and head. Start all bolts (most restricted first).
6. Replace clutch linkage (if removed). Late models with factory air conditioning may require stock mounting brace to be twisted slightly when reinstalling on the header. See Figures A & B.
7. Tighten all bolts evenly.

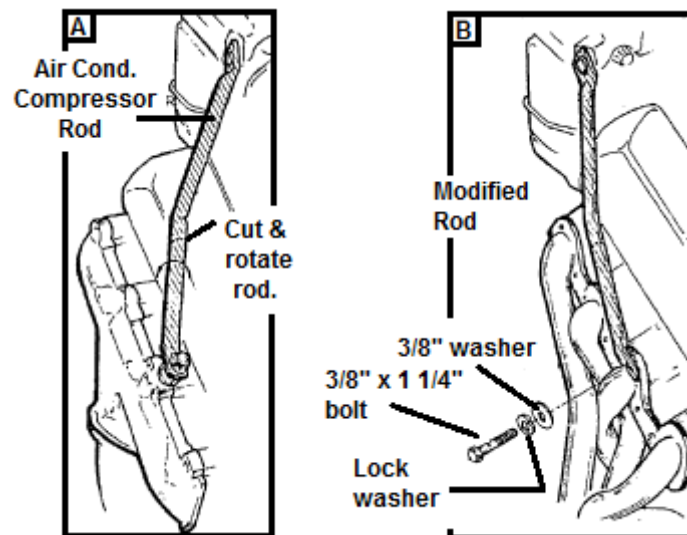
RIGHT SIDE:

1. Remove the stock exhaust manifold.

NOTES:

- A) If equipped with a water cooled transmission, the cooler lines must be modified prior to header installation. This will require purchase of 2 ½ feet of ½" neoprene hose, at least 4 hose clamps, and a 90° elbow (1/4" pipe thread male/female).
 - B) Examine the stock cooling lines. The tubing from the left side of the engine block will be referred to as line #1; from right side of the block to the "T" fitting as line #2; and from the "T" to the transmission as line #3.
 - C) Cut line #1 approximately 4" out from the "T" fitting. Disconnect line #2 at the block and line #3 at the transmission. Remove line #1 and #2 (with "T" fitting).
 - D) Cut lines #1, #2, and #3 about 1" out of the "T" fitting. Switch positions of the fittings (with stubs) of lines #2 & #3 on the "T" fitting ("T" will be rotated 90° from the stock alignment).
 - E) Cut line #2 approximately 1" from the (block end) fitting; screw the elbow to the block; screw the fitting (cut from line #2) into the elbow. Position the elbow so the hose (when attached to the stub) will clear the starter. Cut 3 lengths of hose to connect lines #1, #2, and #3. See **Figure C**.
 - F) With hoses in position (but without hose clamp), tighten the fittings on the right side of the block at the correct angle (to clear the starter). Clamp the block end of the hose over the fittings. Remove the remainder of the modified system.
2. Remove the starter.
 3. Remove the four bolts that hold the motor mount stand in place. Remove the nut and washer in the center of the mount.
 4. Raise the engine (use a board between the jack and oil pan). Remove both the stand and the rubber pad.
 5. Turn the front wheels full right. Starting from below, work the header up through the chassis into position.
 6. With the engine raised and header loose, replace the starter.
 7. Connect and tighten the modified transmission cooling lines. See **Figure C**.
 8. Position the header (with flange gasket) over the exhaust ports and start first and last header bolts.
 9. Attach the motor mount stand and rubber pad to the engine. Lower the engine and replace the motor mount bolts. Start all header bolts (most restricted first). Tighten evenly.
 10. If equipped with an automatic choke, remove the choke turbos from the stock exhaust manifold and install in U-tube on the #4 pipe. Connect to the stock carburetor fittings.
 11. To connect collectors to the exhaust system, slip the purchased reducers over the collectors. Align the headpipes, cut to the correct length, and weld to the reducers.
 12. 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.



Figures A & B

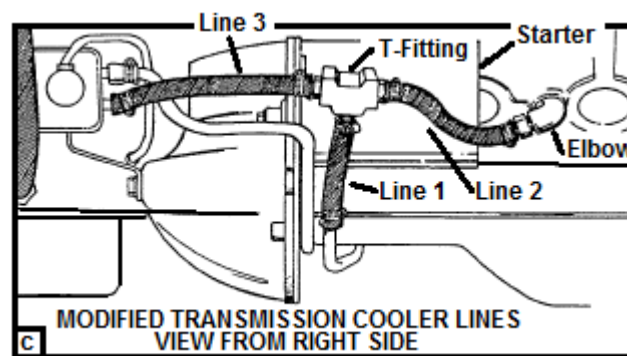


Figure C