



HOOKER COMPETITION FORD HEADERS
6905HKR (black paint) & 6905-1HKR (silver ceramic)
1967-76 Ford F-250 (4WD) 352-390

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.

NOTE: Will not fit with passenger car heads.

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 battery cable to prevent damage to the electrical systems.
2. Disconnect and remove the headpipes (both sides). Remove the stock exhaust manifold, dipstick, and dipstick tube. If stick shift, remove the clutch linkage, clutch return spring, and return spring bracket. If equipped with air conditioning, remove the bracket from the head.
3. Starting from below, work the header up over the drive shaft, through the chassis into position over exhaust ports. Insert the gasket between the flange and head. Start all header bolts (most restricted first) and tighten evenly.

NOTE: Use furnished flat washer on bolts that will be used in slotted holes of flanges.

4. Bend dipstick tube according to **Figure A**. Replace tube and dipstick.
5. If equipped with factory air conditioning, modify the brace according to **Figure B**. Replace the brace, attaching it according to **Figure C**.
6. Replace (if removed) the clutch return spring bracket, clutch return spring, and clutch linkage.

RIGHT SIDE:

1. Remove the stock exhaust manifold and starter.
2. Remove the center bolt from the motor mount. Unbolt and remove the motor mount tower. Using a board between the jack and the oil pan, raise the engine approximately 2".
3. Starting from below, work the header up through the chassis into position. Start one header bolt to keep the header in place.
4. Replace the motor mount tower, lower the engine, and replace the center bolt.

NOTE: A) It may be necessary to notch the frame according to **Figure D** for adequate header clearance.

- B) To increase clearance from header tubes, reverse the motor mount and/or spring shackle bolts (so nuts will be on side where heads were).
5. With the header loose, replace the starter. Start all remaining header bolts (most restricted first). Use the furnished flat washers at the slotted holes in the flange. Tighten all header bolts evenly.
 6. Connect the stock choke flex tube to the choke tube on the header tube (R-4).
 7. To connect header to the stock exhaust system, slip purchased reducer (11125HKR) on the collectors.

NOTE: Finish the performance job your headers started by adding a Hooker Competition dual exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow. Press bending will crush the pipe, easily reducing volume by more than 10%. Our dual exhaust system is perfect when used in conjunction with Hooker Super Competition Turbo Muffler #21105HKR or Hooker Competition Turbos #21005HKR.

8. 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.

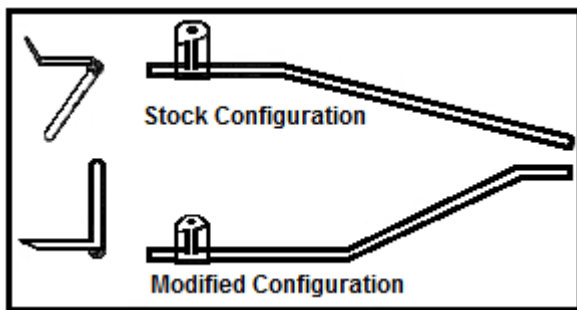


Figure A

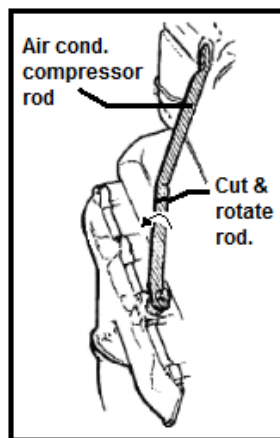


Figure B

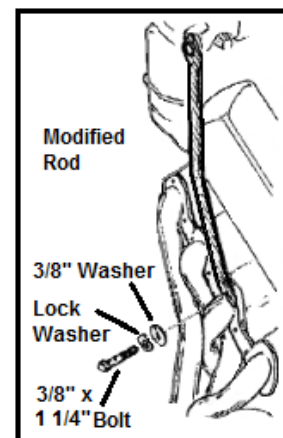


Figure C

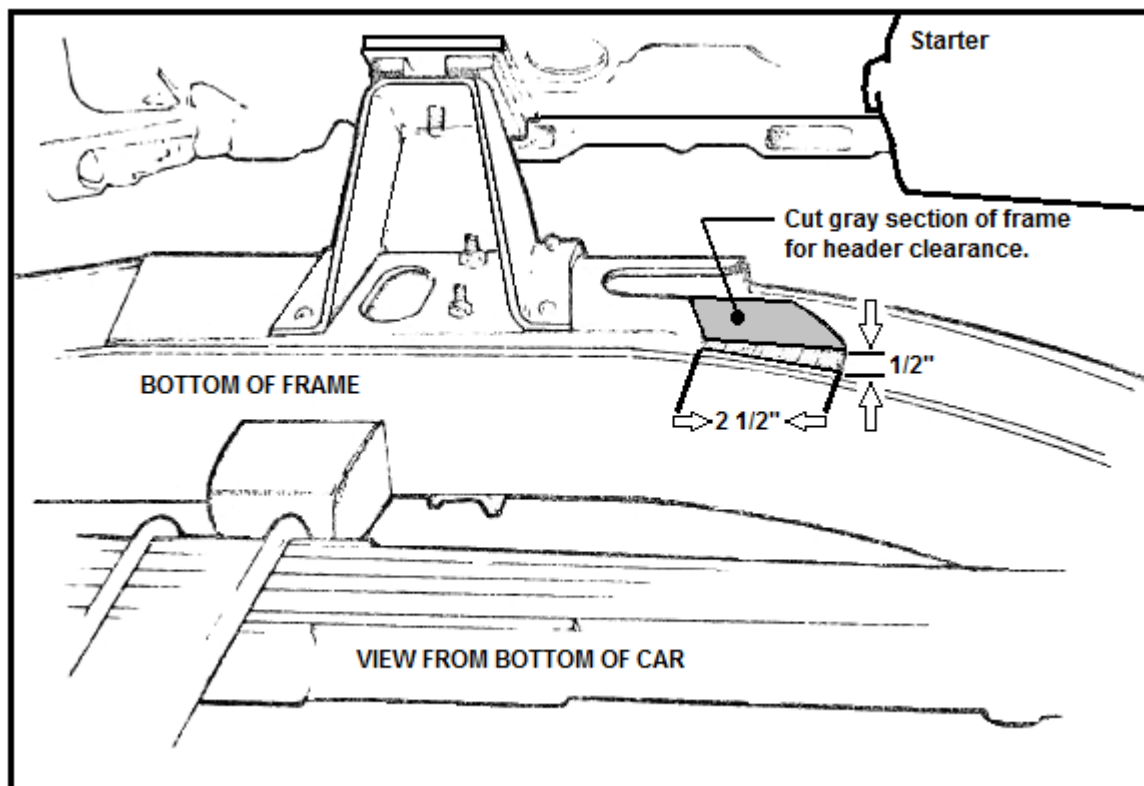


Figure D