



**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:**

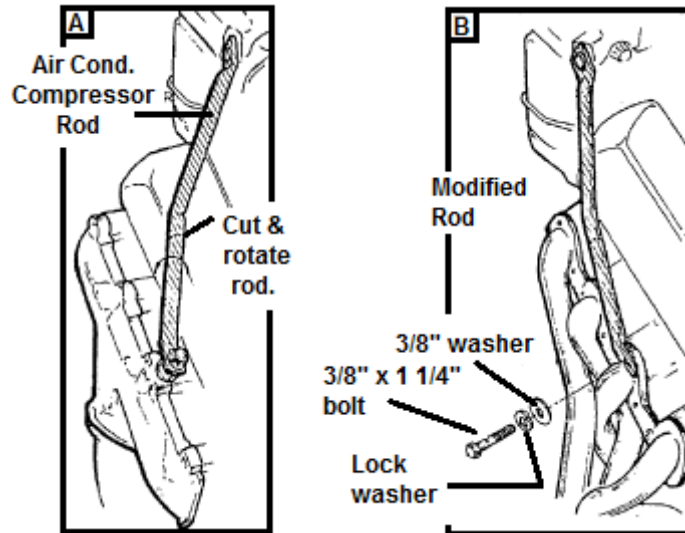
1. Remove the stock exhaust manifold.

**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.

Any questions? Please contact Technical Service: 270-781-9741. For online help, please refer to the website: www.holley.com.



Figures A & B

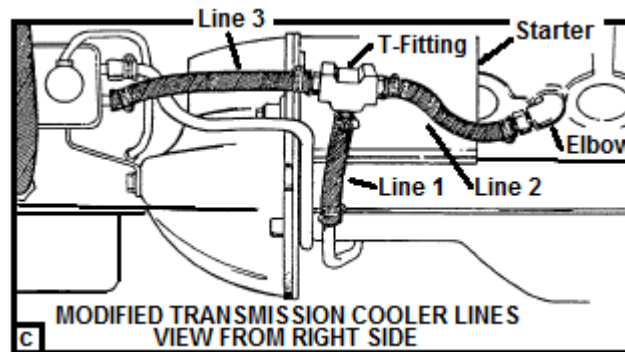


Figure C

**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.

HOKKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, 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. HOKKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOKKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

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**Revised: 5-19-11**