



**HOOKER COMPETITION FORD HEADERS**  
**6904HKR (black paint) & 6904-1HKR (silver ceramic)**  
**1969-79 Ford F-100 and F-150 (2WD) 255-302 Windsor**

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 fit Dart Windsor head.

**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 system.
  2. Unbolt the stock headpipe, push aside, and remove the stock exhaust manifold
  3. Remove the spark plugs. If equipped with manual transmission, remove the clutch return spring.
- NOTE:** If factory equipped with a smog pump, it will be necessary to cut the header flange and remove the smog fittings for the installation of the header.  
See **Figure A**.
4. Starting from above, work the header down between the engine and the chassis components into place.
  5. Replace the smog fittings (if removed).
  6. Position the gasket and start all bolts (most restricted first).
  7. Tighten all bolts evenly.
  8. Replace the spark plugs and clutch return spring.

**RIGHT SIDE:**

1. Unbolt the stock headpipe, push aside, and remove the stock exhaust manifold
  2. Remove the starter cable.
- NOTE:** If factory equipped with a smog pump, it will be necessary to cut the header flange and remove the smog fittings for the installation of the header.  
See **Figure A**.
3. Starting from under the truck, work the header up through the body and chassis into place.
  4. Replace the smog fittings (if removed).
  5. Position the gasket and start all bolts (most restricted first).
  6. Tighten all bolts evenly.
  7. Reroute and connect the starter cable.
  8. Connect the tube from the automatic choke to the heat riser on the R-4 pipe of the header.
  9. To connect collectors to your existing stock exhaust system, purchase Hooker Reducers P/N 11025HKR. Position the gasket and bolt the reducer to the collector. Cut the headpipe to the correct length and weld to the reducer.
  10. Replace the spark plugs and clutch return spring.

**NOTE:** A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers #21105HKR or 21106; Hooker Competition Turbos #21005HKR or 21106HKR; and a universal tailpipe.

11. 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](http://www.holley.com).

MODELS WITH SMOGGERS -  
GRIND FLANGE TO CLEAR SMOG FITTINGS.

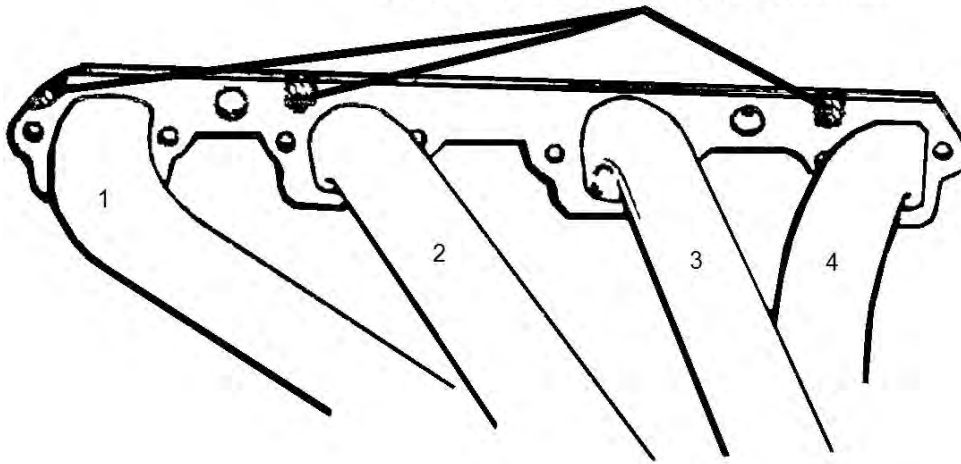


Figure A

**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.

**6904HKR**  
**Revised: 4-1-10**