



6811HKR (painted) & 6811-1HKR (ceramic) SUPER COMPETITION ENGINE SWAP HEADERS 1973-74 Ford F-100, F-150, F-250, & F-350 (460)

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

1. Disconnect battery cable to prevent damage to the electrical system.
2. Remove stock exhaust manifolds, center crossmember (**Figure A**), anti-sway bar, and starter.
3. Remove headpipes from mufflers and set to one side.
4. Remove right side motor mount bolt and nut. Place jack under engine and raise right side of engine. Be sure to use a flat board between the oil pan and jack.
5. Starting from below, work right side header up through chassis into position and lower engine.
6. Again, starting from below, work right side header up through chassis into position.
7. Replace motor mount bolt and nut.
8. Remove transmission crossmember bolt and jack up transmission. Be sure to use a flat board between the transmission and jack.
9. Cut center crossmember as per **Figure B**.
10. While holding the header collectors against the floor board of your truck, work right side of center crossmember up over the mounting bracket and into position. Be sure to not smash or cut any lines or wiring.
11. Lower transmission into position and replace all transmission bolts, transmission crossmember, and center crossmember bolts.
12. Replace starter.
13. Position both header gaskets and start all header bolts. Be sure gasket aligns with ports and bolt holes.
14. Tighten all bolts (most restricted first).
15. Relocate the starter cable so it does not touch the header at any point.
16. Replace the anti-sway bar and reconnect the battery.
17. Tighten all bolts.
18. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance.
19. To connect headers to your existing stock exhaust system, purchase Hooker reducers 11030HKR. Bolt reducers to collectors, cut headpipes to proper length, and weld to reducers.
20. Start the engine and check for leaks.

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: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

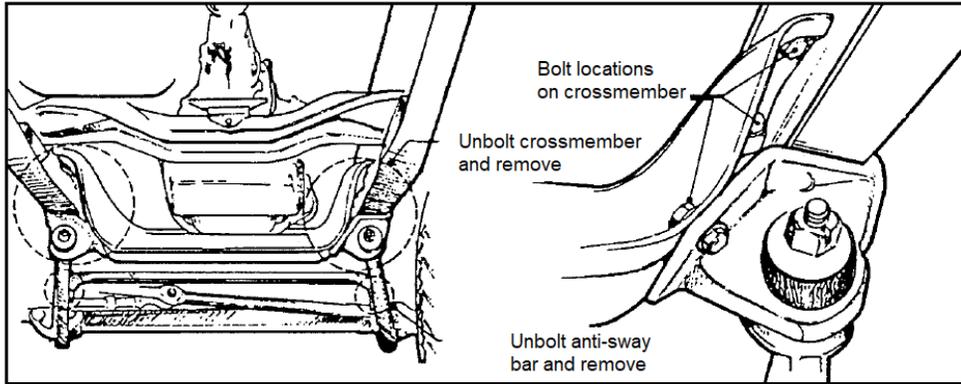


Figure A

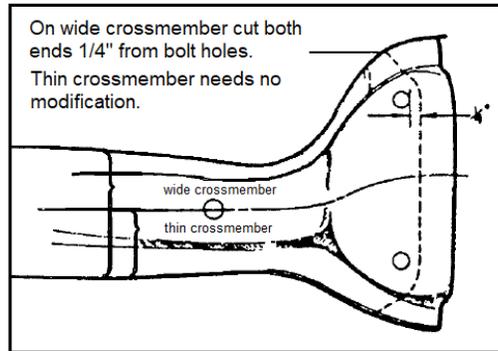


Figure B

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 that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

6811HKR

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