



PART NO. 12679HKR

SUPER COMPETITION FULL ENGINE SWAP MOUNTS

1983-94 Ford V-8 (Small Block) Engine Swap

Ranger & Bronco II (2WD)

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.

NOTE: Us with Hooker Header P/N 6802HKR.

NOTE: This kit requires the purchase of a pair of motor mount insulators (ANCHOR P/N 2329 or SEALED POWER P/N 270-2413). These kit 1969-86 Ford trucks with 4.2L 6 cyl. 302W or 351W.

NOTE: Use of a late model, 1979-93 Mustang 5.0 double sump style oil pan and pickup are verified to fit with this swap. Use of any other may require crossmember engine modifications.

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.

TIPS FOR ENGINE SWAP

1. Mark all hoses, wires, and vacuum lines, according to function. Use masking tape and a pen to achieve this.
2. Whenever possible, utilize the existing wiring and lines.
3. Get a wiring diagram of your truck and one for the vehicle from which the new motor was removed. Make photocopies of both systems. Add your modifications to these copies, so you will have an accurate record.
4. Do not remove the smog systems for the sake of taking them off. Remember the smog laws go by the year and model of the vehicle in which the engine is installed. You may have difficulties from a legal standpoint, especially when you try to sell the vehicle.
5. Most newer engines are designed to run with the various smog system which came as original equipment. You may save yourself a great deal of time and trouble by attempting to keep the engine as close to stock as possible.
6. Save as much hardware that is removed from the truck as possible. You may need some items later on.
7. Do it right. Taking short cuts is not savings of time, if you have to redo it again. Make sure you pay close attention to critical areas like fuel systems and brake lines. These could be of life and death consequences, if ignored.
8. Do not overstress components that are designed for stock four or six cylinder torque by over-abuse with a motor of greater horsepower.

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. Remove the battery and battery box (if equipped with A/C, it will require the removal of the A/C [heater] box in order to install the new engine).
2. Drain the cooling system. Mark and disconnect all the hoses, lines, linkages, and wires attached to the motor and transmission. Remove the radiator and shroud and set aside. Remove the driveshaft and drain the transmission (if an automatic). Mark the position of the hook and remove the hood.
3. Position and secure the hoist to the engine and transmission (using a sling designed for this purpose). Support the transmission with a hydraulic jack. Remove the transmission mount bolts from the transmission and remove the transmission crossmember. Remove the engine mounting bolts and carefully lift out the old engine and transmission assembly.
4. Assemble the motor and transmission to be used in the swap. Install the motor mount insulators onto the engine. If your insulators have a small raised "bump" on the stud side of the mount, grind this flat. Install the motor mount adapters (#12679HKR) onto the mounts. Pay close attention to left, right, and positions forward. They are not interchangeable. Tighten the motor mount bolts.
5. Using the engine hoist, carefully lower the assembled engine and transmission into the engine compartment, while supporting the transmission with a hydraulic jack to avoid damaging the transmission.
6. With the engine and transmission in the vehicle, check the motor for correct placement. Using a level on the carburetor mounting flange, make sure the motor is level front to back and side to side. Once satisfied with the placement, install the trans crossmember. Tighten the crossmember bolts at this time. Go back and check the engine placement. Once satisfied with the engine placement, tighten all the motor mount bolts.
7. Install Hooker Header #6802HKR per instructions.
8. Because of insufficient clearance for the stock oil filter, mounting a remote oil filter system must be utilized in this application.
9. A matched set of pulleys and accessory brackets should be obtained.
10. A radiator of sufficient size to handle the added cooling demands of a larger engine should be fabricated and installed. Any competent radiator shop should be able to fabricate a radiator for you.
11. Because of very limited engine to radiator clearance in some applications, it might be necessary to use electric fans. We have found two "pusher" fans at least 10" in diameter to be the most effective.
12. If changing from a fuel injected vehicle to a carbureted motor or vice-a-verse, your fuel pump will need to be matched to your application.
13. In some cases a new driveshaft will have to be fabricated. Any competent drive line service can perform this service for you.
14. Reconnect all wires, cables, and linkages. Check to see that adequate clearance exists between all wires, tunnel, and around the front of the engine.
15. Reinstall the heater and A/C box. Some minor modification is required on some models equipped with A/C to clear the left side valve cover.
16. Reinstall the hood. Check clearance between the hood and air filter. Some applications may require the installation of a low profile air cleaner or a functional hood scoop.
17. 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-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

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.

HOOKER 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, prohibit the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER 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, HOOKER 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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