



**PART NO. 6856HKR & 6856-1HKR  
HOOKER SUPER COMPETITION EMISSION-  
COMPATIBLE HEADERS**

**97-02 Ford F-Series, Super Duty, Expedition, & Excursion 5.4L  
(2 & 4 WHEEL DRIVE)**

**C.A.R.B. EXEMPTION # HAS BEEN APPLIED FOR**

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 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.**

We recommend welding all pipe slip joints, if no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

**NOTE:** Apply a small amount of anti-seize to the header bolts before installing them into the cylinder heads.

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery.
2. Unbolt the flange nuts where the manifold connects to the exhaust system.
3. Disconnect the front drive shaft (4x4 models) by removing the 4 bolts on the companion flange.
4. Remove the sheetmetal screws and fasteners attaching the inner fenderwells and remove the fenderwells.
5. Working through the wheel well, disconnect the EGR tube and dipstick tube from the left side of the engine.
6. Remove the nuts attaching the exhaust manifold to the cylinder head and remove the manifold.
7. Remove the remaining studs from the cylinder heads, using a 1/4" drive ratchet and a 5mm socket.
8. Working through the wheel well (right side), remove the nuts from the manifold and remove the manifold
9. Remove the remaining studs from the cylinder heads using a 1/4" drive ratchet and a 5mm socket.
10. Remove the EGR fitting from the left side factory exhaust manifold and install into the new header.
11. Install the driver's side header from under the vehicle and install using the supplied bolts, gaskets, and washers.
12. Loosen the EGR tube at the EGR valve (top of engine) and install the tube to the header, tightening the EGR tube.
13. Reinstall the dipstick tube and tighten all bolts to the factory torque specifications.
14. Install the right side header through the fenderwell, using the supplied bolts, gaskets, and washers. Tighten all bolts to spec.
15. Reinstall the exhaust system, driveshaft, and inner fenderwells.
16. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.

Any questions?

Please contact the customer service department at: Holley Performance Products 1801 Russellville Rd., Bowling Green, KY 42101. Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://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 Industries 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.