

- NOTE:**
1. TO BE USED WITH THE SMALL BLOCK FORD V8 351 WINDSOR. TRANSMISSIONS FORD C-4 AUTOMATIC, FORD TOP LOADER 4 SPEED OR B-W T-10.
 3. HEADER WILL NOT FIT VEHICLES EQUIPPED WITH POWER STEERING, POWER BRAKES OR AIR CONDITIONING.
 4. HEADER INSTALLATION IS TO BE DONE AT SAME TIME AS ENGINE CONVERSION.

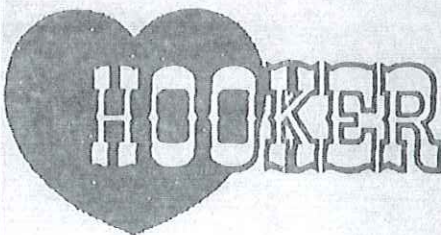
THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. EXTENSIVE DYNO/TRACK TESTING HAS ENABLED HOOKER TO OFFER THE MOST ADVANCED DESIGN IN HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS! PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

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.

ENGINE AND HEADER INSTALLATION - PLEASE READ CAREFULLY

1. REMOVE BATTERY AND BATTERY MOUNTING BOX FROM FENDERWELL. BATTERY WILL HAVE TO BE LOCATED ELSEWHERE IN VEHICLE AFTER CONVERSION IS COMPLETE. REMOVE BOTH FRONT WHEELS.
2. DRAIN COOLING SYSTEMS, MARK AND DISCONNECT ALL LINES, HOSES AND WIRES ATTACHED TO ENGINE AND TRANSMISSION. REMOVE RADIATOR, DRIVE SHAFT, DRAIN FLUID FROM TRANSMISSION. MARK POSITION OF HINGES ON HOOD. REMOVE HOOD.
3. POSITION AND SECURE HOIST TO ENGINE USING SLING DESIGNED FOR THIS PURPOSE. REMOVE ENGINE MOUNT BOLTS, REAR TRANSMISSION MOUNT BOLTS AND REAR CROSSMEMBER. LIFT OLD ENGINE AND TRANSMISSION OUT OF CAR AS ONE UNIT, PLACE TO ONE SIDE. SAVE REAR CROSSMEMBER FOR LATER USE.
4. DISCONNECT STEERING SHAFT AT RUBBER INSULATOR AND TIE IT UP OUT OF THE WAY. REMOVE (3) NUTS ON BOLTS THAT HOLD RACK AND PINION ASSEMBLY TO FRAME. PULL THIS ASSEMBLY OFF BOLTS AND LET IT HANG DOWN. DO NOT PULL THESE BOLTS OUT OF FRAME. REMOVE FRAME SUPPORTS FROM RIGHT AND LEFT SIDE OF CAR. ALSO REMOVE RIGHT AND LEFT CASTER ADJUSTING STRUTS. SEE ILLUSTRATION 'A'.
5. ON LEFT SIDE OF ENGINE COMPARTMENT THERE ARE (4) 3/8" BOLTS HOLDING FRAME MOUNT STAND TO CHASSIS. REMOVE ALL FOUR BOLTS AND REPOSITION FRAME MOUNT STAND 1" TO THE REAR OF ITS ORIGINAL POSITION. SEE ILLUSTRATION 'B'. MARK, CENTER PUNCH AND DRILL 13/32" DIAMETER (3) HOLES. USING ORIGINAL BOLTS SECURE FRAME MOUNT STAND TO CHASSIS. IT MAY BE NECESSARY TO BEND DOWN LOWER LIP OF FRAME SO THE BOTTOM OF THE FRAME MOUNT WILL REST FLUSH AGAINST THE FRAME. **A 2300 CC FRAME MOUNT MUST BE USED.**
6. RIGHT SIDE FRAME MOUNT STAYS IN ITS ORIGINAL POSITION.
7. THE BLOWER MOTOR LOCATED ON THE FIREWALL WILL COME INTO CONTACT WITH THE RIGHT VALVE COVER. IT IS NECESSARY TO REMOVE THE ENTIRE HEADER ASSEMBLY FROM UNDER THE DASHBOARD AND MODIFY ALL MOUNTING HOLES SO THAT THE ENTIRE ASSEMBLY CAN BE SHIFTED TO THE RIGHT SIDE OF THE CAR APPROXIMATELY 1/4". IF OTHER THAN STOCK VALVE COVERS ARE USED ADDITIONAL MOVEMENT MAY BE NECESSARY. A SMALL FILE MAY BE USED TO SHAPE THE STOCK MOUNTING HOLES INTO A SLOT. THIS OPERATION IS BEST DONE WITH NO ENGINE INSTALLED IN VEHICLE.
NOTE: HEATER ASSEMBLY SHOULD NOT BE REINSTALLED UNTIL AFTER TRANSMISSION TUNNEL HAS BEEN MODIFIED TO CLEAR TRANSMISSION.
8. DEPENDING WHICH TRANSMISSION YOU HAVE SLATED FOR USE IN YOUR VEHICLE, THE TRANSMISSION TUNNEL WILL HAVE TO BE MODIFIED TO ADEQUATE CLEARANCE. THE C-4 AUTOMATIC WILL NEED MORE ROOM BY THE TOP BOLT BOSSES AND THE PASSENGER SIDE OF THE BELLHOUSING AS A BOSS WHICH STICKS OUT. THESE REQUIRE RELIEVING OF THE TUNNEL WITH A BALL PEEN HAMMER. FOUR SPEEDS NEED SIMILAR MODIFICATION TO THE TRANS TUNNEL UNLESS A SCATTERSHIELD WILL BE USED IN WHICH INSTANCE IT WILL BE NECESSARY TO CUT OUT THE FORWARD PORTION OF THE TUNNEL AND REPLACE WITH A PIECE SHAPED TO CLEAR THE SCATTERSHIELD. SEE ILLUSTRATION 'C'. REPLACE HEADER ASSEMBLY.
9. THE STOCK V8 OIL PAN WILL NOT CLEAR THE RACK AND PINION ASSEMBLY. THE STOCK OIL PAN MUST BE DENTED SLIGHTLY (SEE ILLUSTRATION 'D') USING A ROUNDED BAR.
CAUTION: DENTING PAN MORE THAN 1/4" MAY CAUSE OIL PAN TO COME INTO CONTACT WITH CRANKSHAFT.
10. ASSEMBLY ENGINE AND TRANSMISSION TO BE USED IN SWAP AND INSTALL MOTOR MOUNTS PURCHASED FROM FORD (PART NO. D7ZZ-6038-B LEFT SIDE; D7ZZ-6038-A RIGHT SIDE). DO NOT TIGHTEN BOLTS HOLDING MOUNTS TO ENGINE. IF AUTOMATIC TRANSMISSION IS USED, TRIM BOSS OFF LOWER LEFT SIDE OF BELLHOUSING. SEE ILLUSTRATION 'E'. ALSO IF AUTOMATIC TRANSMISSION IS TO BE USED, THE KICK DOWN ARM MUST BE ELIMINATED. THIS MEANS ALL DOWN SHIFTING WILL BE DONE AUTOMATICALLY.



Super Competition

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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

11. USING THE ENGINE HOIST CAREFULLY LOWER ASSEMBLED ENGINE AND TRANSMISSION INTO ENGINE COMPARTMENT. WITH ENGINE STILL SUSPENDED FROM HOIST, PUSH ENGINE TO RIGHT SIDE OF CHASSIS AND WORKING FROM BELOW INSTALL MAIN BODY OF LEFT HEADER UP INSIDE FRAME. POSITION GASKET AND START BOLTS BUT DO NOT TIGHTEN. LOWER ENGINE AND INSTALL FRONT MOTOR MOUNT
12. THE SLOTS LOCATED ON ORIGINAL REAR CROSSMEMBER WILL NEED TO BE LENGTHENED TO PROVIDE ADDITIONAL ROOM FOR ADJUSTMENT. USING A HYDRAULIC JACK LIFT TRANSMISSION UP INTO TUNNEL. USE TRANSMISSION MOUNT C8ZZ-6068-A. ATTACH MOUNT TO TRANSMISSION. REVERSE MODIFIED CROSSMEMBER SO THAT IT WILL CLEAR TRANSMISSION. POSITION CROSSMEMBER ON FRAME. ATTACH BACKING PLATE THAT IS PROVIDED TO UNDERSIDE OF CROSSMEMBER FOR EXTRA STRENGTH. SEE ILLUSTRATION 'F'.
13. ~~HOOKER REDUCER, PART NO. 11030, IS NOT NEEDED TO INSTALL HOOKER REDUCER ON LEFT SIDE OF ENGINE. SEE PART NO. 11030, AT THIS TIME. LOWER ENGINE AND REPLACE MOTOR MOUNT BOLTS.~~
14. REPLACE RACK AND PINION ASSEMBLY AND TIGHTEN BOLTS. RECONNECT STEERING SHAFT DISCONNECT IN STEP #4.
15. REFERRING TO ILLUSTRATION 'G' CUT HOLE IN LEFT FENDERWELL AS SHOWN. WORKING FROM UNDER LEFT FRONT FENDERWELL INSTALL LEFT HEADER TUBE L4 INTO SLIPPER THEN POSITION ON HEAD. INSTALL L3 IN THE SAME WAY. POSITION GASKET; START ALL BOLTS (MOST RESTRICTED FIRST). TIGHTEN.
NOTE: BRAKE AND GAS LINES MUST BE RELOCATED ON LEFT SIDE TO PROVIDE ADEQUATE CLEARANCE.
16. REFERRING TO ILLUSTRATION 'H' CUT RIGHT FENDERWELL AS SHOWN. SOME BENDING OF THE RIGHT FENDERWELL DIRECTLY BEHIND UPPER 'A' ARM WILL ALSO BE REQUIRED TO CLEAR HEADER TUBES R3 AND R4. INSTALL HEADER TUBES R1 AND R2 DOWN BETWEEN FENDERWELL AND MOTOR. DO NOT BOLT UP AT THIS TIME. INSTALL R4 INTO SLIPPER TUBE ON MAIN BODY OF HEADER. WORKING FROM BELOW WORK MAIN BODY OF HEADER UP THROUGH WHEELWELL OPENING. POSITION HEADER FLANGE GASKET AND POSITION R3 AND R4 OVER EXHAUST PORTS AND START HEADER BOLTS. SLIP R1 INTO SLIPPER ON MAIN BODY OF HEADER. NEXT SLIP R2 INTO SLIPPER. BOLT R1 AND R2 TO CYLINDER HEAD. TIGHTEN ALL BOLTS EVENLY.
17. REINSTALL LEFT AND RIGHT CASTER ADJUSTING STRUTS AND FRAME SUPPORTS REMOVED IN STEP #4 AND FRONT WHEELS.
18. CHECK TO SEE THAT ALL WIRES, BRAKE LINES AND HOSES HAVE ADEQUATE CLEARANCE FROM HEADERS. REPOSITION SPARK PLUG WIRES FOR BEST CLEARANCE.
19. DUE TO VARIATION IN MANUFACTURING ENGINE MAY NOT SIT LEVEL FROM RIGHT TO LEFT IN CHASSIS. USING A SMALL LEVEL ACROSS THE MOUTH OF INTAKE MANIFOLD LEVEL ENGINE BY PLACING FLAT WASHER BETWEEN ENGINE MOUNT AND ENGINE. ONCE ENGINE IS LEVEL USE A LONGER BOLT TO SECURE ENGINE MOUNT TO ENGINE.
20. AN EXHAUST SYSTEM CAN BE FABRICATED USING HOOKER REDUCER, PART NO. 11030.

THE V8 TRANSPLANT REQUIRES A NEW RADIATOR. SUCH A RADIATOR FROM A 1965 MUSTANG WORKS WELL OR ANY OTHER RADIATOR WITH THE SAME APPROXIMATE DIMENSION. THE HOOD LOCK MECHANISM AND THE HOOD SUPPORT ROD MUST BE REMOVED, AND THE RADIATOR IS TO BE INSTALLED BETWEEN GRILLE AND RADIATOR SUPPORT. THE SUPPORT WILL HAVE TO BE TRIMMED AS MAY WELL THE GRAVEL PAN TO ACCOMMODATE THE LARGER RADIATOR. MOUNTING BRACKETS WILL HAVE TO BE FABRICATED FOR THE RADIATOR. TO INCREASE FAN TO RADIATOR CLEARANCE, USE AN ALUMINUM WATER PUMP FROM A 1965 MUSTANG 289. STOCK FORD FAN PART NO. CODZ-8600A WILL WORK WITH MOST APPLICATIONS. SEE ILLUSTRATION 'I'.

IT MAY BE NECESSARY TO RELOCATE THE HORN AND/OR IGNITION COIL FOR ADEQUATE CLEARANCE. THE LATCH MECHANISM YOU REMOVED EARLIER MAY BE REPLACED BY HOODPINS. IF THE THROTTLE CABLE NEEDS TO BE REPLACED, USE FORD PART NO. D5ZZ9A758-B. THE BATTERY MAY BE MOVED TO THE TRUNK OR THE FRONT LEFT SIDE OF THE ENGINE COMPARTMENT WITH MINOR MODIFICATIONS TO FENDERWELL.

THE STOCK PINTO REAR END IS STOUT ENOUGH FOR THIS TRANSPLANT UNLESS THE CAR WILL BE USED FOR RACING OR HARSH STARTS AND ACCELERATION. IF REAR IS TO BE CHANGED, WE RECOMMEND A 9' REAR FROM A 1957 FORD AS A STRONG REPLACEMENT. A NEW DRIVE SHAFT MUST BE FABRICATED. HEAVY DUTY FRONT COIL SPRINGS ARE SUGGESTED. FRONT END WILL NEED TO BE REALIGNED. CHECK CLEARANCE BETWEEN HOOD AND AIR FILTERS AS IT MAY BE NECESSARY TO INSTALL A FUNCTIONAL HOOD SCOOP TO ALLOW ROOM FOR AIR CLEANER.

AGAIN, TIGHTEN ALL BOLTS SECURELY, ESPECIALLY THOSE HOLDING MOTOR AND TRANS IN PLACE. AFTER SEVERAL DAYS DRIVING AND/OR RUNNING GO BACK AND RETIGHTEN.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, ~~████████████████████~~
~~████████████████████~~ 1-270-781-9741

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER. ~~████████████████████~~

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 COUNTRIES.

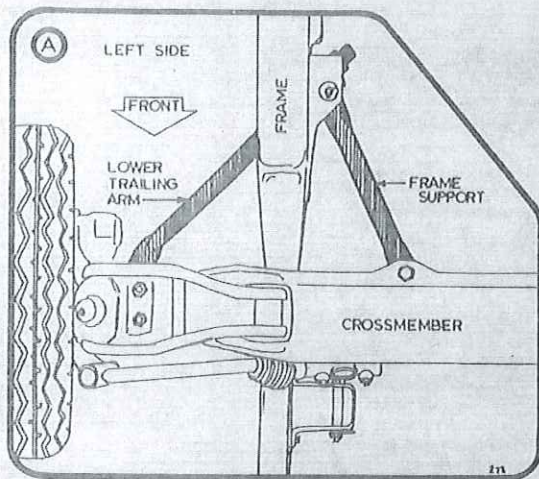
HOOKER INDUSTRIES MAKES NO WARRANTIES OF MERCHANTABILITY, OF FITNESS FOR PARTICULAR PURPOSE, OR THAT ITS PRODUCTS ARE APPROVED FOR GENERAL USE, OR THAT ITS PRODUCTS COMPLY WITH LAWS, REGULATIONS OR ORDINANCES IN THE STATES WHERE THEY MAY BE SOLD. TO THE ULTIMATE PURCHASER, THE CONSUMER.

UNLESS EXPRESSLY STATED TO THE CONTRARY IN THE ACCOMPANYING 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 NONCONFORMING, IS ON THE RETAIL PURCHASER, THE BUYER, THE ULTIMATE CONSUMER, OF SUCH PRODUCT AND IT IS NOT UPON THE SELLER, DISTRIBUTOR OR MANUFACTURER.

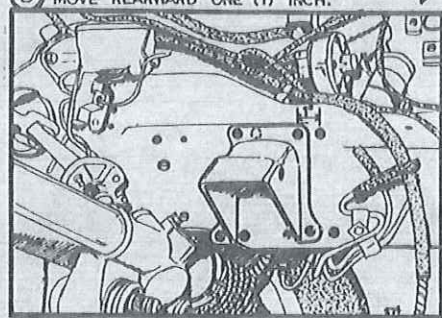
IN THE CONNECTION, RETAIL PURCHASER, THE BUYER, THE ULTIMATE CONSUMER ASSUMES THE BURDEN OF THE ENTIRE COST OF ANY AND ALL NECESSARY SERVICE, ALTERATIONS OR REPAIR.

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 NOT 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 REGULATED MOTOR VEHICLES-CHECK CATALOG LISTINGS TO INSURE 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.

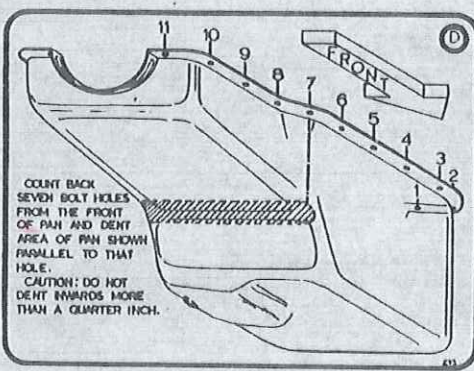
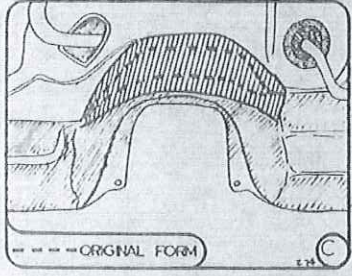


(B) LOCATE LEFT MOTOR MOUNT OFF ORIGINAL TOP FORWARD HOLE AND MOVE REARWARD ONE (1) INCH. FRONT

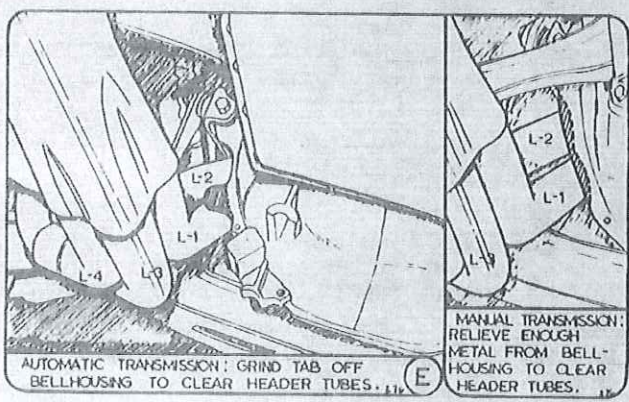


NOTE: WE SUGGEST WELDING THE LOWER REAR CORNER, SINCE IT CANNOT BE BOLTED.

DENT FIREWALL AS NEEDED FOR CLEARANCE OF TRANSMISSION

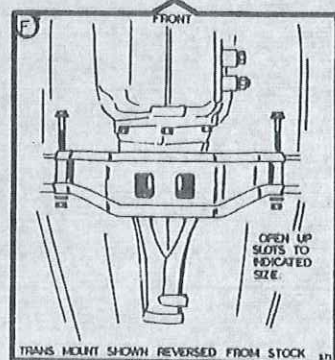


COUNT BACK SEVEN BOLT HOLES FROM THE FRONT OF PAN AND DENT AREA OF PAN SHOWN PARALLEL TO THAT HOLE. CAUTION: DO NOT DENT INWARDS MORE THAN A QUARTER INCH.



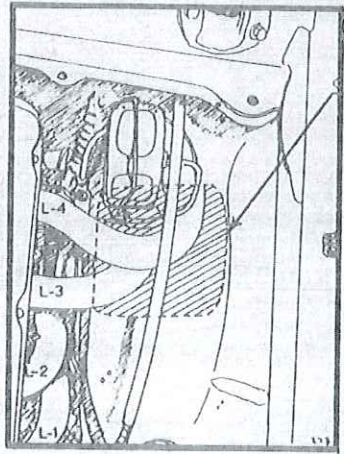
AUTOMATIC TRANSMISSION: GRIND TAB OFF BELLHOUSING TO CLEAR HEADER TUBES.

MANUAL TRANSMISSION: RELIEVE ENOUGH METAL FROM BELLHOUSING TO CLEAR HEADER TUBES.

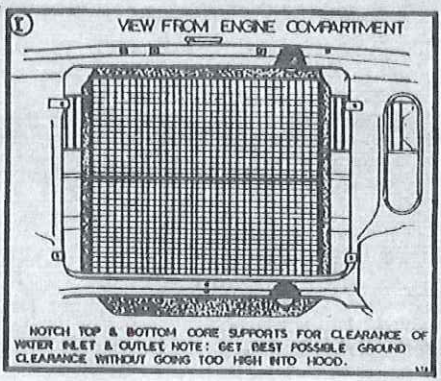
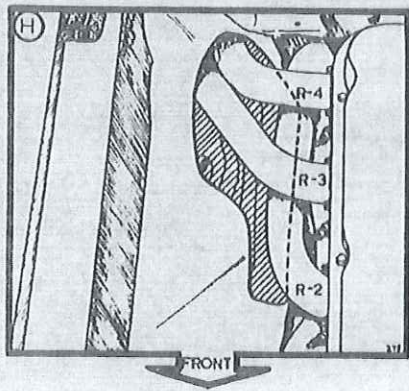


OPEN UP SLOTS TO INDICATED SIZE.

TRANS MOUNT SHOWN REVERSED FROM STOCK.



OPEN UP EXISTING TRIANGULAR HOLE JUST BELOW THE MASTER CYLINDER FOR L-3 & L-4 HEADER TUBES.



NOTCH TOP & BOTTOM CORE SUPPORTS FOR CLEARANCE OF WATER INLET & OUTLET NOTE: GET BEST POSSIBLE GROUND CLEARANCE WITHOUT GOING TOO HIGH INTO HOOD.