



**P/N 6843HKR (painted) & 6843-1HKR (ceramic coated)  
SUPER COMPETITION EMISSION-COMPATIBLE HEADERS  
86-96 Ford F-Series & Bronco 5.8L 351W (2 & 4WD)  
(FITS FUEL INJECTION ENGINES ONLY)**

**NOTE:** This is a tuned equal length "SHORTY" style header which will bolt directly to the factory exhaust headpipes. It was carefully designed to accept all existing emission hardware.

**NOTE:** This will not fit a dual air pump.

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.**

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the negative cable from the battery.
2. Use penetrating oil on all nuts and bolts to be removed. This will prevent the possibility of broken or stripped nuts and bolts.
3. Removal of spark plugs is recommended to prevent breakage during disassembly and installation.
4. Unbolt the exhaust pipes from both exhaust manifolds.
5. Remove the vacuum canister from the fender panel.
6. Unclamp and remove the diverter valve.
7. Remove the EGR tube in front of the right side exhaust manifold and valve.
8. Unbolt and remove both exhaust manifolds.
9. Clean and inspect all sealing surfaces before assembly.

**LEFT SIDE**

1. With the gasket in place, install the header from above and start all header bolts (most restricted first).
2. Reattach the dipstick bracket to the sixth bolt hole back using a 1 1/8" tube spacer and 3/8" x 2 1/4" bolt provided.
3. Reattach the additional bracket to the fifth bolt hole back using a 1 1/8" tube spacer and 3/8" x 2 1/4" bolt provided.
4. Start the collector-to-exhaust system bolts using the supplied hardware.
5. Replace the spark plugs and wires.
6. Brake lines may be too close. If so, loosen the bolt that holds the brake line distribution block in place on the bracket and push the line away from the manifold and then tighten.

**RIGHT SIDE**

1. With the gasket in place, install the header from above and start all header bolts (most restricted first).
2. Start the collector-to-exhaust system bolts using the supplied hardware.
3. Tighten the manifold bolts at this time (except for the third bolt back).
4. Replace the spark plugs and wires.
5. Install the original EGR tube fitting into the header.
6. Replace the EGR tube and valve at this time.
7. Replace the A.I.R. diverter valve, plumbing, and intake manifold support bracket, using 3/8" x 2 1/4" bolt, 1 1/8" tube spacer, spacer bracket, 5/16" x 3/4" bolt, nut, and washer in the third bolt hole back.
8. Tighten all the fasteners completely at this time.
9. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
10. 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 Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

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**Date: 10-26-04**

**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, prohibits 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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