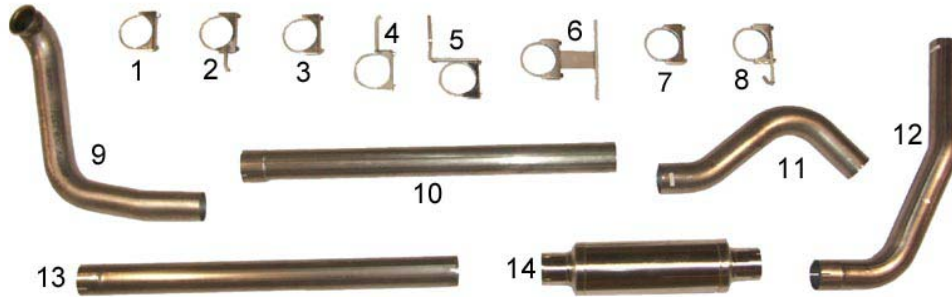




**1999-2002 Ford F-250/350 7.3L Powerstroke  
Stainless Steel, Single Outlet  
P/N 16950-2HKR**



**Tools Needed:**

- ☐ 9/16" End wrench or socket
- ☐ Hacksaw or Sawzall™
- ☐ WD40™ or equivalent aerosol lubricant.

**WARNING!** If your vehicle is equipped with a catalytic converter, it is unlawful to remove!

**Removal of the Original System:**

1. Start under the hood. Remove the band-clamp that holds the down-pipe to the turbocharger by loosening the nut on the "T" bolt and prying the clamp loose at the 3 pinch points. Save this clamp for reuse.
2. Under the truck, cut the stock system in two places: (1) next to the transmission (2) just in front of the muffler.
3. Spray the stock hanger points with WD40™ and pry the rubber mounts from the system. Leave the rubber mounts attached to the truck for reuse.
4. Remove the old system.

**Installing the New Performance System:**

**HINT:** Do not fully tighten any clamps, until the complete system is installed and aligned.

1. From under the truck, slide the (9) down-pipe up between the firewall and engine. Rotate, as needed, until it rests against the turbo. (Hint: Temporarily secure it with a bungee strap, if working alone.)
2. In the engine compartment, reinstall the band-clamp that holds the down-pipe to the turbo (snug, but not so tight so that it can't be adjusted).
3. Install the (14) muffler in the stock location using the (5) clamp at the front and the (6) clamp at the rear. This determines the placement of the rest of the system.
4. Install a (10 or 13) straight pipe onto the outlet of the down-pipe with a (1) bare clamp. Attach the (4) hanger in the stock hanger location.
5. Measure between the outlet of the (10 or 13) pipe and the inlet of the muffler. Add 3" for the bumped end to fit over the straight pipe and 2" to fit into the muffler, and cut to fit. Install the cut pipe with a (3) clamp at the front and the (5) clamp that is on the muffler inlet. Attach the (2) hanger in the stock location.
6. Install the (11) pipe into the outlet of the muffler using the (5) clamp that the muffler is supported by. Rotate, as needed, to pass next to the shock absorber and over the rear axle.
7. Install the (12) pipe onto the (11) pipe with a (7) bare clamp. Rotate, as needed, to level the outlet behind the right rear tire. Attach the (8) hanger in the stock location.
8. Starting at the turbo, align and tighten all the pipes and clamps. Start engine and check for leaks.

**Hooker Technical Support**  
**Phone: 1-270-781-9741**  
**Toll-Free: 1-866-GOHOLLEY**  
**Fax: 1-270-781-9772**

**For online help, please refer to the tech service section of our 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 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.

**16950-2HKR**  
**Date: 2-7-05**