



PART NO. 6802HKR (painted) & 6802-1HKR (ceramic) SUPER COMPETITION ENGINE SWAP HEADERS 1983-95 Ford / Mercury Bronco II, Ranger (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: This header is designed to fit ONLY Hooker swap kit P/N 12679HKR. Hooker will not accept responsibility for fit problems with any other kit.

NOTE: Will fit with C-6 automatic transmissions.

NOTE: This header uses a slip-on collector for the ease of installation.

NOTE: Will not fit Dart/Windsor head.

NOTE: Engine swap mount kit P/N 12679HKR requires the purchase of (2) engine mounts (ANCHOR motor mount insulators P/N 2329 or SEALED POWER P/N 270-2413 fits 1969-86 Ford trucks with 4.2L 6 cyl. Or 302-351W).

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

LEFT SIDE

1. Remove the collector from the header. From the bottom, position the main body of the header in place. Position the gasket in place and start the header bolts (most restrictive first). Do not tighten yet.
2. Install the collector onto the header (a little grease in the collector will make the collector slide together with less difficulty).
3. Install the bolts into the A-B tabs in the collector and tighten. Tighten the header bolts (most restrictive first).

RIGHT SIDE

1. Remove the collector from the header and separate the individual tubes. From the bottom, position the R-3 tube first, R-2 tube second, R-4 tube third and finally the R-1 tube. They must be installed in this order. Position the gasket in place and start header bolts (most restrictive first). Do not completely tighten the bolts yet.
2. Install the collector onto the header and install the bolts into the A-B tabs on the collector. Do not tighten yet.
3. Tighten all the header bolts (most restrictive first). Tighten the A-B tab bolts.
4. Install the spark plugs, plug wires, and oil dipstick.
5. Check the clearance of the starter wire.
6. Make sure that there is adequate clearance between the headers and the transmission cooling hoses, brake lines, fuel lines, and electrical wires. Reroute as necessary.
7. Connect the battery, start the truck, and check for leaks.

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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