



**PART NO. 6841HKR (painted) & 6841-1HKR (ceramic)**  
**SUPER COMPETITION ENGINE SWAP HEADERS**  
**1977 ½ - 79 Pickup Truck F-250 & F-150 (4WD) 429-460**  
**1978-79 Bronco (4WD) 429-460**

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:** We recommend the use of Anchor Industries motor mounts, P/N 2502 (available online or at most auto parts retailers).

**NOTE:** Front differential pinion is above centerline of axle.

**NOTE:** The 1977 ½ - 79 Pickup Truck F250 will not fit with Moroso rear sump pan.

**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 battery cable to prevent damage to the electrical system.
2. Disconnect spark plug wires and push aside.
3. Remove stock exhaust manifolds and headpipes.

**LEFT SIDE**

1. Starting from below, work the header up between the driveshaft and oil pan into place.
  2. Position the flange gasket and start all header bolts.
- NOTE:** Check carefully to make sure you have placed the gasket correctly so that it matches the ports.
3. Tighten all bolts evenly, starting at the center bolt and working outward.

**RIGHT SIDE**

1. Remove the starter.
2. For header clearance, bolts holding the shock mount to the frame rail should be turned around so that the head of the bolt is inside the rail.
3. Starting from below, work the front section of the header (Tubes R-1 and R-2) up into position.
4. From below, work the main section of the header (Tubes R-3 and R-4) up into position.
5. Reinstall the starter with the header loose.
6. Insert tubes R-1 and R-2 into the main header section.
7. Position the flange gasket and start all header bolts (most restricted first). Tighten all bolts evenly.
8. Replace spark plug wires (both sides).
9. Hooker reducers are available from your dealer. P/N 11030HKR is for 2 1/8" exhaust pipe, while P/N 11040HKR fits 2-1/2" pipes. Cut the headpipes to the appropriate length, weld to the reducers, and bolt onto the collectors using the gaskets and bolt supplied.
10. Reconnect the battery and check for adequate clearance of header tubes and wires, gas lines, and brake lines. Reroute as necessary for maximum safety and performance.

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](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.

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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.

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