



P/N 5209HKR (painted) & 5209-1HKR (ceramic coated)

SUPER COMPETITION FULL LENGTH MOPAR HEADERS

1967-72 Dodge Challenger, Charger, Coronet, Wagon

1967-72 Plymouth Belvedere, GTX, Road Runner, Satellite, Sebring, Barracuda (70-74), Sport Fury (75-77), Wagon (B&E Bodies) 440 C.I.D.

NOTE: Hooker headers for MOPAR 383-440 engines will bolt on the popular aftermarket B-S heads. However, because the exhaust port centerline on these heads is 5/8" higher and 3/8" out from the engine centerline compared to stock heads, some header modifications will be required for installation. Custom header applications will be required to fit the B-1 heads because of the angled spark plug location.

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

See Figures 1 & 2 for transmission shift linkage modification.

LEFT SIDE:

1. Disconnect battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipes from the exhaust and push aside.
3. Remove spark plugs and stock exhaust manifold. For an easier installation, remove studs from the head (be sure to drain the radiator – coolant may be reused if drained into a clean container).
4. Unbolt the idler arm from the crossmember and push down for sufficient clearance.
5. Remove the slip tube (R-1 tube) from the main body of the header.
6. Starting from below, work the main body of the header up through the chassis into position and start one bolt.
7. Work the slip tube (R-1 tube) up between the chassis and torsion bar into position with the main body of the header.
8. Place the gasket into position and start all bolts.

NOTE: We recommend using a sealant on all header bolts/stud threads to prevent coolant leakage.

9. Tighten all bolts evenly.
10. Do not reinstall the idler arm at this time.

RIGHT SIDE:

1. Unbolt the headpipe and push aside.
2. Remove the center drag link from the Pittman arm, clutch linkage cross shaft and ball stud from block, starter, spark plugs, dipstick tube, and exhaust manifold.

NOTE: Cars equipped with the automatic transmission locking device will require linkage to be removed. Also, cars equipped with the transmission locking device will require removal of the cross shaft that goes from the frame to the transmission.

3. Remove the slip tube from the main body of the header.
4. Starting from below, work the main body of the header up and through the chassis into position and start the front bolt. With the header loose, reinstall the starter and slip tube.
5. Remove the front bolt, place the gasket into position, and start all bolts.

NOTE: We recommend using a sealant on all header bolts/stud threads to prevent coolant leakage.

6. Tighten all bolts evenly.
7. Reinstall the clutch linkage cross shaft and ball stud, drag link to Pittman arm, idler arm to crossmember, dipstick tube and spark plugs.

NOTE: We recommend using a sealant on all header bolts/stud threads to prevent coolant leakage.

8. To connect the collector to the headpipes, purchase Hooker Reducer Kit #11035HKR. Bolt the reducers (with the gasket) to the collectors, line up the headpipes, cut to the correct length, and weld to the reducers.
9. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary. Connect the battery, start the engine, and check for leaks.

When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all 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.

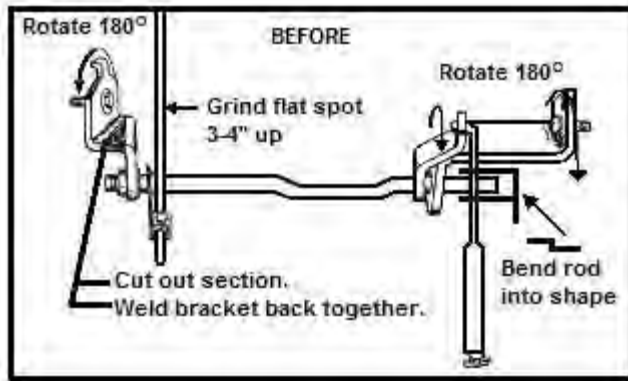


Figure 1

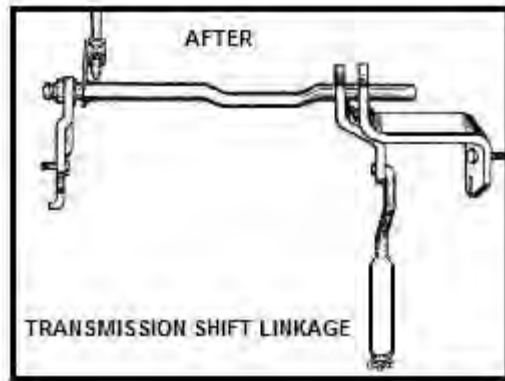


Figure 2

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.

HOKKER 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. HOKKER 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, HOKKER 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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