



P/N 5111HKR (painted) & 5111-1HKR (ceramic coated)

SUPER COMPETITION FULL LENGTH MOPAR HEADERS

1966-74 Dodge Challenger, Charger, Coronet, Wagon

1966-74 Plymouth Belvedere, GTX, Road Runner, Satellite, Sebring, Barracuda (70-74), Sport Fury (75-77), Wagon
(B&E Bodies) 383-440

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 manifolds and push aside.
3. Remove the stock exhaust manifold, spark plugs, clutch linkage (if manual transmission), drag link from Pittman arm, and idler arm. Move the Pittman arm toward the outside of the car.
4. Remove the bolt from the dipstick tube at the motor mount. Push tube flat and replace bolt.
5. Drain the radiator and remove the studs (if coolant is drained into a clean container, it may be reused).
6. Remove the starter, transmission locking device, and center bolt from motor mount.
7. Place a board under the oil pan. Jack up the engine approximately 2 – 3".
8. Starting from below, work the header up through the chassis into position.
9. Position the gasket and start the front and rear bolts (do not tighten). Lower the engine and replace the motor mount bolt.
10. Remove the rear bolt from the header and with the header loose, replace the starter and clutch linkage (if removed).
11. Start the remaining header bolts/studs.

NOTE: For best results, we recommend the use of a sealant on all header bolts to prevent leakage of coolant (both sides).

12. Tighten all bolts evenly.
13. Replace the spark plugs.

RIGHT SIDE:

1. Remove the stock exhaust manifold, spark plugs, and studs.
2. Turn idler arm toward the outside of the car.
3. Remove the center bolt from the motor mount and jack up the engine approximately 1 – 2".
4. Starting from below, work the header through the chassis into position.
5. Position the gasket and start all bolts/studs.
6. Lower the engine and replace the motor mount bolt.
7. Replace the drag link to the idler arm and Pittman arm.
8. Tighten all bolts evenly.
9. Refill the radiator and replace the spark plugs.
10. To connect the collectors to the headpipes, purchase Hooker Reducer Kit #11030HKR. Bolt the reducers (with gaskets) to the collectors, line up the headpipes, cut to the correct length, and weld to the reducers.
11. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
12. When finished, give your vehicle 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.

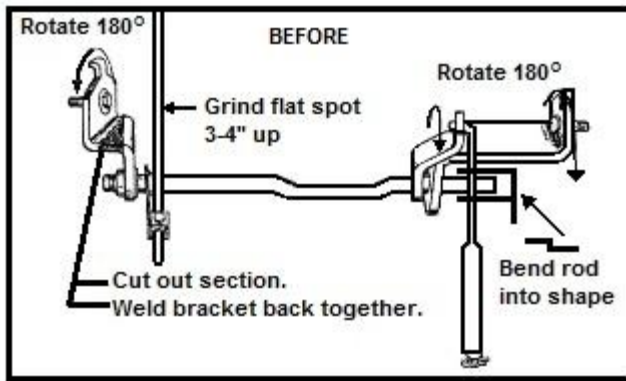


Figure 1

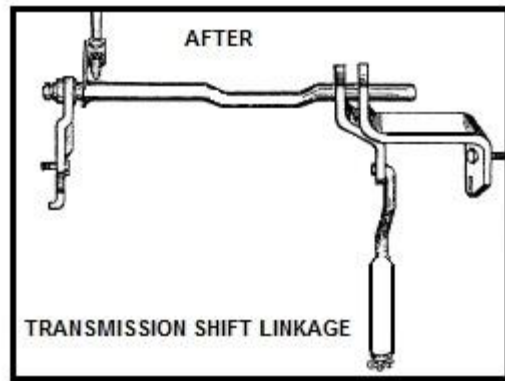


Figure 2

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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