

P/N 5101HKR (painted) & 5101-1HKR (ceramic coated)

SUPER COMPETITION FULL LENGTH MOPAR HEADERS

1967-74 Dodge Challenger, Charger, Coronet, Wagon

1967-74 Plymouth Belvedere, GTX, Road Runner, Satellite, Sebring, Barracuda (70-74), Sport Fury (75-77), Wagon (B&E Bodies) 383-440

- NOTE: Will not fit motors equipped with air injection pump without modification.
- NOTE: Will not fit 1973 cars equipped with the 440 engine.
- 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 headpipe and push aside. Remove spark plugs and stock exhaust manifold (for a better installation, remove studs from heads).
- 3. Remove the clutch linkage, starter, throttle (if automatic), and transmission locking device linkage.
- 4. Remove the center tie rod from the Pittman arm and idler arm.
- 5. Remove the center bolt from the motor mount.
- 6. Place a board between the pan and jack and raise the engine about one inch.
- 7. Starting from below, work the header through the chassis and body into position.
- 8. Place the gasket into position between the head and flange. Start the front and rear bolts, lower the engine, and replace the center mount bolt.
- 9. Remove the rear bolt from the header and with the header loose, replace the starter and clutch linkage.
- 10. Start all bolts (most restricted first).
- 11. Tighten all bolts (most restricted first).

RIGHT SIDE:

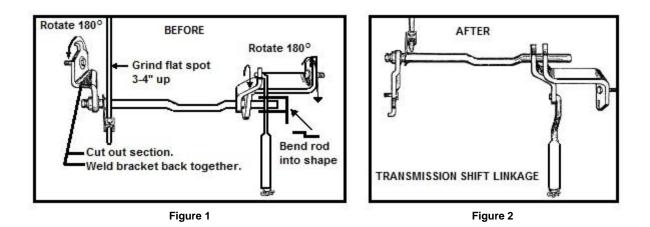
- 1. Unbolt the headpipe, remove plugs, and stock exhaust manifold (for a better installation, remove studs from head).
- 2. Starting from below, work the header through the chassis and body (motor should not have to be raised, but will vary for year,
- make, and model).
 - 3. Place gasket into position between the head and flange (bellhousing may require trim).
 - 4. Start all bolts (most restricted first).
 - 5. Tighten all bolts (most restricted first).
 - 6. Reinstall the tie rod to the Pittman arm and idler arm.
 - 7. To connect the collector to the headpipe, purchase Hooker Reducer Kit #11030HKR.
 - 8. Replace the spark plugs and connect the battery.
 - 9. Start the engine and check for leaks.

TRANSMISSION LOCKING DEVICE MODIFICATIONS & DRAWING:

- 1. Cut wedge from bracket that bolts to the frame (See Figure A).
- 2. Form together and weld.
- 3. Install brackets upside down so cross shaft will be over the top of the collector.
- 4. Some modification may be necessary on the linkage to steering column (varies on models).

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.



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.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

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