



## P/N 5210HKR (painted) & 5210-1HKR (ceramic coated) SUPER COMPETITION FULL LENGTH CAR HEADERS 1967-71 Challenger, Charger, Coronet, & Wagons (B&E Bodies) 426 Hemi

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 exhaust system.

**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**

**NOTE:** Vehicles equipped with a transmission locking device, must cut according to **Figure A** and weld together. Install the brackets upside down so the cross shaft will be over the top of the collector. Some modifications may be necessary on the linkage to the steering column (varies on models).

**NOTE:** This header will fit with Milodon outside oil pickup.

**NOTE:** Dual exhaust systems can be fabricated using Hooker Competition Turbo Mufflers; 21004HKR, 21005HKR, 21006HKR or Hooker Super Competition Turbo Mufflers; 21104HKR, 21105HKR, 21106HKR.

### **LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipe and push aside. Remove the stock exhaust manifold. Remove the center tie rod.
3. Remove the L-4 pipe from the main body of the header.
4. Position the flange gasket. Start all bolts corresponding to the keyhole slot in the header.
5. Starting from below, work the header up through the chassis into position and slip over the bolt.
6. Work the L-4 pipe into place (from above). Slip one end into the main body of the header and bolt the other end to the head.
7. Start all bolts and tighten evenly.

### **RIGHT SIDE:**

1. Unbolt the stock headpipe and push aside. Remove the stock exhaust manifold.
2. Install the header following the same procedure as the left side.
3. Reinstall the center steering link under the right side header and through the left side header.
4. To connect the collectors to the headpipes, purchase Hooker reducer kit 11035HKR.
5. Connect the battery, start the engine, and check for leaks. Make sure all brake lines, fuel lines, and electrical wires have sufficient clearance.
6. 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](http://www.holley.com).

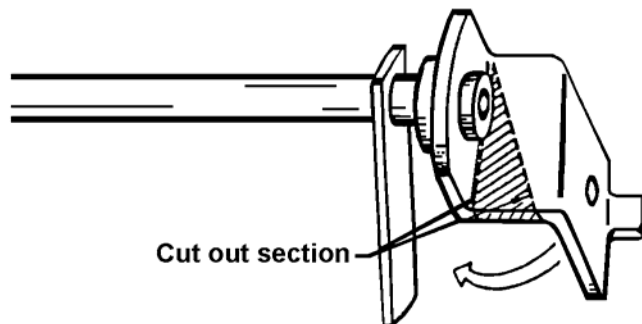


Figure A

**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.

**5210HKR**

**Date: 4-10-06**