



HOOKER SUPER COMPETITION HEADERS

For 1983-93 Dodge Pickup

5.2L / 5.9L (2WD)

P/N 5012HKR (Painted) & 5012-1HKR (Ceramic Coated)

**Note: This header system requires cutting and welding of the stock exhaust system
Read all instructions carefully before attempting the installation.**

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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. This part is 49 state emissions legal.

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 old headers to break in new engines to avoid coating damage. Please call tech service at 1-270-781-9741 or 1-866-GOHOLLEY for additional information regarding ceramic-coated exhaust products.

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 prior to installing headers, take the time to make a careful and complete header fitting into your vehicle properly.

1. Place the vehicle in an adequately lit location where the floor is solid and flat. DO NOT work on a hot engine. Heat causes metal to expand and makes the removal of fasteners more difficult. Disconnect the battery cables from the battery to prevent electrical damage. Raise the front end for access to the exhaust manifold flanges. DO NOT DEPEND ON A JACK! Use jack stands and block the tires to safely support the vehicle.
2. Spray WD-40 or equivalent on all accessible fasteners and fittings before removing them.
3. Disconnect the Y-pipe from the exhaust manifold from underneath the vehicle.
4. Starting with the driver's side, unbolt the two bolts and nuts (retain nuts), attaching the manifold to the head. Place both nuts on one of the center studs and remove the stud by tightening the inner nut against the outer one. Repeat this process to remove the other. Use the supplied header bolts in their place.
5. Using a gasket scraper, remove all carbon deposits and high spots from the head surface. Apply a high temperature sealer to the exhaust pipe flare, to avoid problems due to the lack of space later in the installation.
6. While holding the header in place, slide the supplied gasket between the motor and the header. Start the bolts (most restricted first) and washers on the center holes before pressing the header to the head. Tighten the nuts and bolts to the factory specifications.
7. On the passenger's side, unbolt the two bolts and nuts (retain nuts), attaching the manifold to the head. Place both nuts on one of the center studs and remove the stud by tightening the inner nut against the outer one. Repeat this process to remove the other. Use the supplied header bolts in their place.
 - For 1992 – 1995 models only, remove the bolts attaching the EGR tube to the exhaust manifold on the passenger's side. Once removed, loosen the tube at the EGR valve, but do not remove the tube. This is located on the back of the intake manifold.
 - On 1997 – 1999 models, it may be necessary to remove the coil to install the new header.
8. Like the driver's side, use a gasket scraper to remove all carbon deposits and high spots from the head surface.. Apply a thin coat of high temperature sealer to the exhaust pipe flare, to avoid problems due to the lack of space later in the installation.
9. While holding the header in place, slide the supplied gasket between the motor and the header. Start the bolts (most restricted first) and washers on the center holes before pressing the header to the head. Tighten the nuts and bolts to the factory specifications.

NOTE: Due to the material and design on the factory Y-pipe, distortion from its original shape is common. This is caused by repeated heating and cooling of the assembly. This works as a stress-relieving process. This may cause the Y-pipe to not line up perfectly with the header collector. To make this easier, connect the least restricted side first and then force the Y-pipe into place.

10. Reconnect the exhaust system to the header using the hardware provided.
11. Make sure there is adequate clearance on plug wires , battery cables, wire looms, brake lines, coolant lines, etc.
12. Reconnect the battery cables, rechecking everything in the process.
13. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all connections are tight.
14. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 1-270-781-9741. 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.

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, prohibit 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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