



Super Competition Adjustable Race Headers 5320HKR (black) & 5320-1HKR (ceramic) Dodge/Plymouth Coronet, Charger, Challenger, Belvedere, Roadrunner, Barracuda 70-73 (All B & E bodies) 1962-65 (383-426 cid) & 1967-74 (440 cid)

NOTE: Will not fit air conditioning, power steering, or power brakes.

NOTE: Requires cutting out a section of the fenderwell for the #4 tube on both sides.

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.

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 inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY!

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the entire stock exhaust system (both sides).
3. Remove the stock exhaust manifold and spark plugs. Disconnect the starter and remove it. Disconnect the drag link from the Pittman arm.
4. Cut a hole in the fenderwell for the L-4 header tube: starting at the edge of the shock tower, 7 " up from the frame, cut 5 1/2" towards the firewall, then down to the frame forward to the shock tower, and up to the starting point.
5. Starting from below, work the center section (#2 and #3 tubes) up through the chassis into position over the exhaust ports. Insert the gasket between the flange and the head. Start the header bolts, but do not tighten fully (most restricted first).

NOTE: The collector must be removed prior to installing the header.

6. From above, work the #1 tube down into place and start the bolts.
7. Starting from the wheelwell, work the #4 tube through the hole in the fenderwell and up into position over the #4 exhaust port. Start all the header bolts.
8. Slip the collector over the ends of the header tubes. Tighten all header bolts evenly (most restricted first). Secure the collector with a 1/4" bolt through the tabs.
9. Replace the spark plugs, starter, starter cables, and drag link (to Pittman arm).

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs. Drain the coolant (into a clean container (if it will be reused) from the radiator. Remove the studs from the head.
2. Cut a hole in the fenderwell like the one on the left side.
3. Starting from below, work the center section (#2 & #3 header tubes) up through the chassis into position over the exhaust ports. Insert the gasket between the flange and the head and start all bolts (most restricted first).

NOTE: The collector must be removed prior to installing the header. We recommend using a sealing compound on the threads of the header bolts to prevent cooling leakage.

4. From above, work the #1 tube down into place and start the bolts (most restricted first).
5. Starting from the wheelwell, work the #4 tube into position through the hole in the fenderwell. Start all the header bolts (most restricted first).

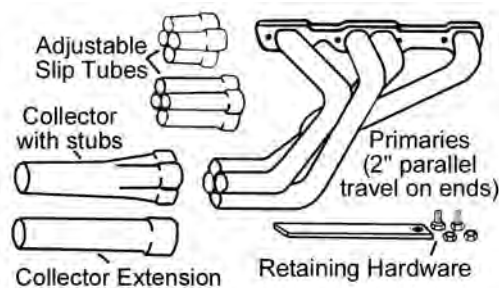
6. Slip the collector over the header tubes. Tighten all the header bolts evenly and secure the collector with the furnished 1/4" bolt through the tabs.
7. Replace the spark plugs and refill the radiator.
8. Assemble the adjustable collectors. See Figure A.

NOTE: Included with this header system is a set of 3/4" x 18" retaining strap. These straps are used to connect and hold the adjusting stubs between the primary and collector tabs. After you have decided which combination of stub lengths to use, bolt the retaining strap to the primary tub using the hole provided. Next, drill a 1/4" diameter hole through the retaining strap, using the tabs on the collector as a guide. Be certain that all components fit together tightly before drilling the second hole in the strap. Repeat this process for other lengths you choose to try. Check the components often for tightness to ensure maximum performance and safety. Also included are two 3 1/2" x 18" extensions and tabs for holding the extensions in place. After the headers have been installed, place the extensions in the desired position and weld the tabs to the collector and extension.

9. Connect the battery, start the engine, and check for leaks. Make sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.

NOTE: If the car is still equipped with the stock shift linkage and the linkage contacts the header, modify or remove it for adequate clearance.

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



ADJUSTABLE HEADER SET

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.

HOOKER Industries makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states 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 nonconforming, 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, HOOKER HEADERS have not received an exemption from these code sections and are not 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 regulated motor vehicles. Check catalog listings to ensure proper application. In the other 49 states, unless otherwise noted, HOOKER 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.

HOOKER TECHNICAL SUPPORT
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For online help, please refer to the Tech Service section of our website: www.holley.com

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