



P/N 5215HKR (painted) & 5215-1HKR (ceramic coated)

SUPER COMPETITION FULL LENGTH CAR HEADERS

1967-69 Dodge Dart, Demon, Diplomat, & Swinger (A&F Bodies) 383-440

1967-69 Plymouth Barracuda (64-69), Duster, Valiant, & Volare (A&F Bodies) 383-440

SUPER COMPETITION ENGINE SWAY HEADERS

1970-75 Dodge Aspen, Dart, Demon, Diplomat, & Swinger (A Bodies) 383-440

1970-75 Plymouth Duster, Valiant, & Volare (A Bodies) 383-440

NOTE: WILL NOT FIT MOTORS EQUIPPED WITH AIR INJECTION PUMP WITHOUT MODIFICATION.

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 angled spark plug location.

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

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipe from the exhaust manifold. Drain the radiator (coolant may be reused if drained into a clean container).
3. Remove spark plugs, exhaust manifold, and studs from headers.
NOTE: Models equipped with power brakes must remove the power brake booster unit from the firewall.
4. Use an air chisel or cutting torch to cut a hole in the fender panel. **See Figure 1.**
5. Removal of wheels will make installation easier.
6. Start from above the fender and work the header down and through the hole into position. (The inner fender panel may have to be dented for clearance due to variation in engine location. **See Figure 3.**)
7. Place gasket into position and start all bolts. Tighten all bolts evenly.

RIGHT SIDE:

1. Unbolt stock headpipe from exhaust manifold.
2. Remove spark plugs, exhaust manifold, and studs from heads.
3. Cut hole in fender panel. **See Figure 2.**
4. Start from above the fender and work the header down and through the hole into position.
5. Place gasket into position and start all bolts.
6. Tighten all bolts evenly.
7. Replace spark plugs (both sides).
8. Fill radiator.
9. To connect the collectors to the headpipes, purchase Hooker reducer kit 11035HKR.
10. Connect the battery, start the engine and check for leaks. Make sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
11. 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.

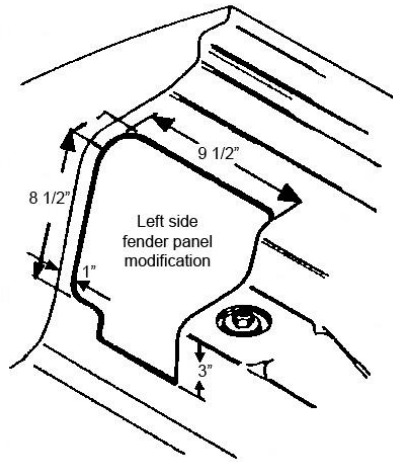


Figure 1

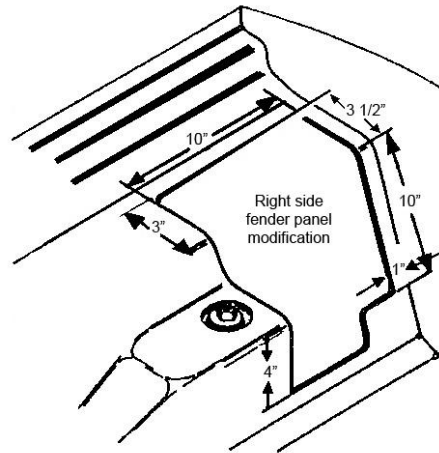


Figure 2

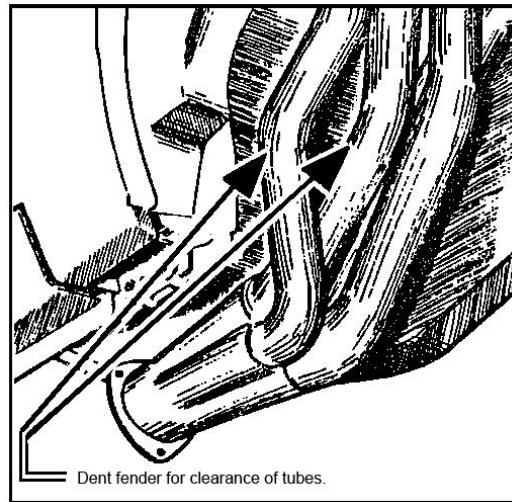


Figure 3

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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