



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; 21005HKR or 21006HKR.

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.

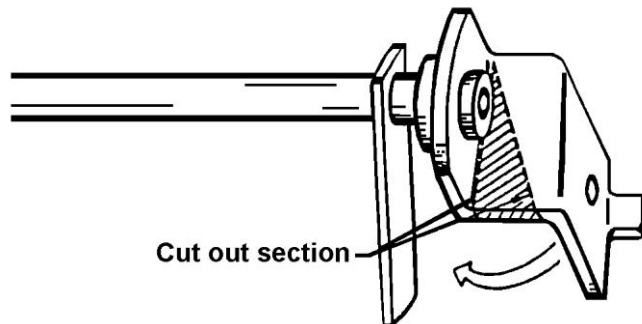


Figure A