



**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.

## **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).

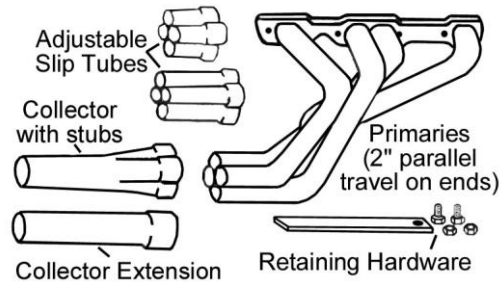
6. Slip the collector over the header tubes. Tighten all the header bolts evenly and secure the collector with the furnished 1/4" bolt through the tabs.
7. Replace the spark plugs and refill the radiator.
8. Assemble the adjustable collectors. See **Figure A**.

**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**