

PART NO. 5602

HOOKER SUPER COMPETITION HEADER

DODGE & PLYMOUTH "A", "B" & "E" BODIES - 198-225 CID 6 CYLINDER

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 INSTALLATION (WHILE NOT COMPLEX) MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

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

1. DISCONNECT BATTERY TO PREVENT ELECTRICAL SYSTEM DAMAGE. REMOVE STARTER WIRES AND SECURE OUT OF THE WAY.
2. UNBOLT HEADPIPE FROM STOCK EXHAUST MANIFOLD. PUSH HEADPIPE OUT OF WAY.
3. DISCONNECT ALL FITTINGS AND LINKAGES TO INTAKE AND EXHAUST MANIFOLDS. REMOVE INTAKE AND EXHAUST MANIFOLDS; SAVE STOCK NUTS AND BOLTS.
4. IF EQUIPPED WITH AIR CONDITIONING, UNBOLT COMPRESSOR BRACE AT THE BLOCK AND MOVE COMPRESSOR OUT OF THE WAY.
5. REMOVE DIPSTICK TUBE; TURN STEERING WHEEL FULL RIGHT.
6. CARS WITH MANUAL TRANSMISSION, REMOVE TRANSMISSION TO MOTOR SUPPORT BRACKET. MODIFY BRACKET ACCORDING TO ILLUSTRATION 'A' AND REINSTALL.
7. IF EQUIPPED WITH TRANSMISSION LOCKING DEVICE: STICK SHIFT, REMOVE THE FIRST AND REVERSE ROD; AUTOMATIC SHIFT, REMOVE THE CROSS SHAFT (FRAME TO TRANS), MODIFY ACCORDING TO ILLUSTRATION 'B' AND REINSTALL.
8. STARTING FROM ABOVE WORK THE REAR SECTION OF HEADER DOWN THROUGH CHASSIS INTO POSITION. DO NOT START NUTS.
9. HOLDING REAR HEADER SECTION AGAINST FIREWALL, WORK FRONT HEADER SECTION DOWN INTO PLACE. DO NOT START NUTS.
10. INSERT GASKET BETWEEN HEADER SECTIONS AND BLOCK. START THE FIRST NUT ON FRONT SECTION, AND LAST NUT IN REAR SECTION. DO NOT TIGHTEN.
11. POSITION INTAKE MANIFOLD AND ATTACH USING FURNISHED CUT WASHERS WHERE STOCK EXHAUST MANIFOLD PROJECTED BEYOND PRESENT FLANGE THICKNESS. START STOCK NUTS (WITH STOCK WASHERS) AND TIGHTEN EVENLY. SEE ILLUSTRATION 'C'.
NOTE: IT MAY BE NECESSARY TO TRIM HEADER FLANGE TO CLEAR AIR PUMP BRACKET. SEE ILLUSTRATION 'D'.
12. INSERT LONG END OF FURNISHED EXHAUST GAS RECIRCULATION (EGR) TUBE INTO FITTING ON EGR PLATE. SLIP THE TWO SMALL HOSE CLAMPS OVER THE SLIP TUBE WELDED TO #1 HEADER TUBE. WORK EGR PLATE INTO POSITION UNDER INTAKE MANIFOLD. WITH GASKET ON EGR PLATE INSERT BOTTOM OF EGR TUBE INTO FITTING ON #1 HEADER TUBE.
NOTE: EGR PLATE AND TUBE MUST BE INSTALLED ON ALL ENGINES (EVEN THOSE WITHOUT EGR SYSTEMS) FOR PROPER SPACING OF THROTTLE LINKAGE BRACKET AND HEAT TO THE CARBURETOR.
13. USING FURNISHED SPACERS BETWEEN THROTTLE LINKAGE BRACKET AND EGR PLATE, ATTACH BRACKET AND EGR PLATE TO INTAKE MANIFOLD WITH 2 STOCK (OLD INTAKE/EXHAUST) BOLTS AND NUTS. THIRD BOLT FOR EGR PLATE IS FURNISHED. SECURE EGR TUBE TO SLIP TUBES WITH HOSE CLAMPS. SEE ILLUSTRATION 'E'.
NOTE: IT MAY BE NECESSARY TO BEND THROTTLE LINKAGE BRACKET FOR CLEARANCE BETWEEN THROTTLE LINKAGE AND HEADER TUBE. ALSO TRIM THROTTLE RETURN SPRING MOUNT TO FIT MOUNT ON HEADER, IF NEEDED.
14. REMOUNT AUTOMATIC CHOKE ON FITTING WELDED TO FLANGE. SEE ILLUSTRATION 'F'.
NOTE: IT MAY BE NECESSARY TO BEND CHOKE ROD FOR PROPER ADJUSTMENT OF AUTOMATIC CHOKE.
15. GAS LINE AND GAS FILTER MUST BE REROUTED AROUND FRONT SIDE OF SMOG PUMP BRACE FOR HEADER TUBE CLEARANCE. GAS LINE MUST NOT TOUCH HEADER TUBES.
16. CARS WITH THREE SPEED TRANSMISSION AND COLUMN SHIFT MAY NEED TO TURN OVER THE FIRST AND REVERSE ADJUSTMENT SWIVEL AUTOMATIC TRANSMISSIONS WILL NEED TO REROUTE TRANS LINES TO CLEAR HEADER.
17. TO CONNECT HEADERS TO STOCK EXHAUST SYSTEM, PURCHASE HOOKER REDUCERS, PART NO. 11035.
NOTE: A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS
 , #21105 OR #21106; HOOKER COMPETITION TURBOS I, #21005 OR #21006
18. REINSTALL STARTER WIRES, AIR CONDITIONING COMPRESSOR, CARBURETOR HOSES, DIPSTICK TUBE AND ON STICK SHIFTS, THE FIRST REVERSE ROD.
NOTE: AIR CONDITIONING BRACE SHOULD BE REPOSITIONED ON FRONT SIDE OF MOTOR MOUNT. SEE ILLUSTRATION 'G'.
19. TO RETAIN HEAT TO THE AIR CLEANER, MODIFY STOCK HEAT STOVE ACCORDING TO ILLUSTRATION 'H' AND REINSTALL.
20. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. MAKE SURE ALL FUEL, BRAKE AND ELECTRICAL LINES HAVE SUFFICIENT CLEARANCE FROM HEADER. REROUTE AS NECESSARY.



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WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER

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IN THE CONNECTION, 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 INSURE 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.

