



PART NO. 5707HKR & 5707-1HKR
SUPER COMPETITION FULL LENGTH HEADERS
84-88 Chrysler Laser / 81-88 Dodge Aries, Charger, Daytona (K Car) / 81-88 Plymouth
Reliant, Turismo (K Car) / 82-84 Dodge Rampage 2WD Trucks

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

1. Disconnect the battery to prevent any electrical system damage.
2. Remove the air cleaner and disconnect all vacuum lines, fuel lines, and electrical wires from the carburetor.
3. Disconnect the throttle linkage, remove the power steering belt, and disconnect the power brake vacuum hose, if equipped.
4. Disconnect the water hose from the crossover.
5. Raise the vehicle and support with jack stands. Disconnect the exhaust headpipe from the manifold and converter, and set aside.
6. Push the power steering pump all the way back. Remove the EGR tube and intake manifold bolts.
7. Lower the vehicle, remove the intake manifold, and remove the exhaust manifold. Place the gasket (provided) over the exhaust ports.
8. Starting from above, work the header down through the chassis and into position over the studs. Use the stock nuts and tighten the header. Replace the intake manifold and plug the EGR inlet.
9. Replace the power steering pump and belt. Reconnect the water hose, power brake vacuum hose, and throttle linkage.
10. Reconnect the fuel line, vacuum lines, and electrical wires to the carburetor.
11. To connect the header to the stock exhaust system and retain the oxygen sensor, purchase an oxygen sensor reducer Holley P/N 11045HKR or 11046HKR. Slip the reducer over the collector, align the oxygen sensor fitting for the best clearance, and tighten the pinch bolt. Line up the headpipe, cut the correct length and weld to the reducer. Lengthen the oxygen sensor wire by splicing and installing the sensor in the fitting on the reducer.
12. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
13. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the 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.

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 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, 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 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, 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.