



PART NO. 5810HKR (black) & 5810-1HKR (ceramic)

SUPER COMPETITION HEADERS

1967-1971 Dodge D-100/200/300 Camper Special: 383

1972-1974 Dodge D-100/200/300 Camper Special: 400-440

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 HEADER exhaust system.

NOTE: Will fit with angle plug heads.

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 battery cable to prevent damage to the electrical system.
2. Unbolt headpipes and push aside. Remove stock exhaust manifolds.
3. Drain radiator (coolant may be reused if drained into clean container).

1967-71 PICKUPS:

1. Remove the master cylinder from power brake unit, spark plugs, dipstick tube, and dipstick. **NOTE:** Check motor mount bolts – if bolt head is not facing rear of vehicle, reverse it. On some models, it may be necessary to trim top of header flange for clearance at top cylinder heads. See **Figure A**.
2. Starting from above the vehicle, work the header down through all chassis components in position. **NOTE:** Auto trans models – it will be necessary to remove center section of crossmember (by cutting at sides) for adequate collector clearance. Crossmember is located at back end of front leafsprings. See **Figure B**.
3. Position header gasket and start all nuts. Tighten evenly.
4. Remove stock dipstick tube mounting bracket from dipstick tube. Work dipstick tube down between L-1 header tube and motor mount into engine block. Attach dipstick tube and heat stove assembly (purchase hot air kit) to the L-1 header tube with hose clamps. See **Figure C**.
5. Replace spark plugs and master cylinder on power brake unit. Check all nuts and bolts for tightness.

1972-74 PICKUPS

1. Remove spark plugs, speed control unit from inner fender (if so equipped), and master cylinder from power brake units.
2. Unbolt motor mount, jack engine up (use a board between oil pan and jack), and remove motor mount from engine. Remove starter.
3. Starting from above, work header down through chassis components into position.
4. Replace motor mount on engine. Lower engine into position and replace bolt in motor mounts.
5. Position header gaskets and start all nuts.
6. Remove stock dipstick tube mounting bracket from dipstick tube. Work dipstick tube down between L-1 header tube and motor mount into engine block. Attach dipstick tube and heat stove assembly (purchase hot air kit) to the L-1 header tube with hose clamps. See **Figure C**.
7. Replace spark plugs, master cylinder, and speed control unit (if removed). **NOTE:** On some vehicles, it may be necessary to remove and discard the heat shield over the starter or modify it slightly for reuse.
8. Tighten header nuts evenly. Check all nuts and bolts for tightness.

DODGE MOTORHOMES:

1. Remove spark plugs, dipstick tube, dipstick, heat shield from frame, starter, and starter heat shield. **NOTE:** Heat shield over starter may either be discarded or modified slightly and reinstalled.
2. Remove all studs from head. **NOTE:** On some models, it may be necessary to trim top of header flange for clearance at top cylinder heads. See **Figure A**.
3. Starting from below, work the header up through the chassis. With header loose, replace the starter.
4. Position the header gasket and start all bolts. We recommend the use of a sealant on header bolt threads to prevent coolant leakage.
5. Replace spark plugs, dipstick tube, dipstick, and heat shield on frame. See **Figure C**.
6. Tighten all nuts and bolts evenly.

RIGHT SIDE:

1. Remove spark plugs and studs from head. **NOTE:** On some models, it may be necessary to trim top of header flange for clearance at top cylinder heads. See **Figure A**.
2. Starting from under the vehicle, work header up through chassis into position.
3. Position the gasket and start all bolts. We recommend the use of a sealant on header bolt threads to prevent coolant leakage.
4. Tighten all bolts evenly.
5. Replace the spark plugs and fill radiator.
6. To connect the header to the stock exhaust system, purchase Hooker reducer (P/N 11025HKR). **NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos 21005HKR or 21006HKR and a universal tailpipe.
7. Connect the battery, start the engine, and check for leaks. Retighten the header bolts when the engine is warm.
8. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

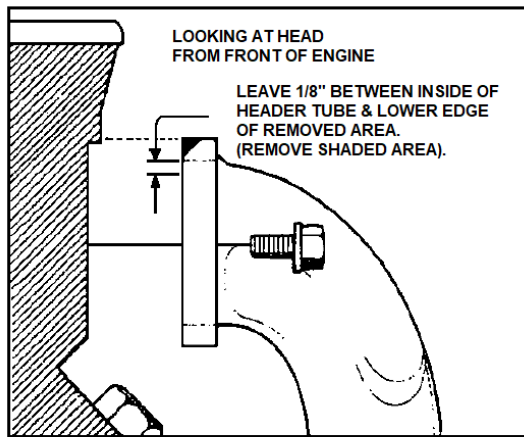


FIGURE A

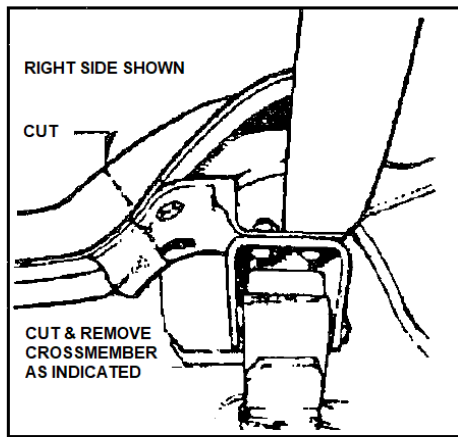


FIGURE B

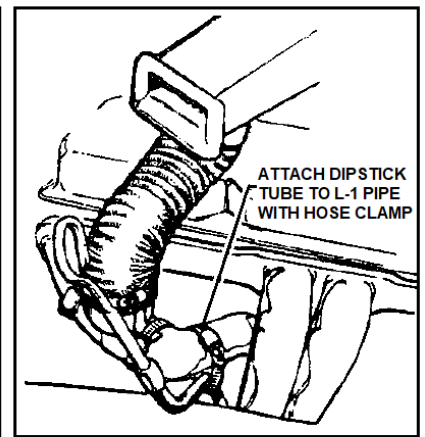


FIGURE C

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 that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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Date: 6-6-19