

PART NO. 5208

DODGE DART / PLYMOUTH BARRACUDA 272-340

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

LEFT SIDE

1. DISCONNECT BATTERY TO PREVENT ELECTRICAL SYSTEM DAMAGE.
 2. UNBOLT STOCK HEADPIPE FROM EXHAUST MANIFOLD. DRAIN RADIATOR. (COOLANT MAY BE REUSED IF DRAINED INTO A CLEAN CONTAINER).
 3. REMOVE SPARK PLUGS, EXHAUST MANIFOLD AND STUDS FROM HEADS.
 4. USE AN AIR CHISEL OR CUTTING TORCH TO CUT A HOLE IN FENDER PANEL. SEE ILLUSTRATION "A".
 5. STARTING FROM ABOVE, INSTALL #4 TUBE GOING DOWN THROUGH HOLE IN FENDERWELL.
 6. STARTING FROM BELOW, INSTALL #2 AND #3 TUBES GOING UP THROUGH HOLE IN FENDERWELL. SLIP END OF #4 TUBE INTO COLLECTOR STUB.
 7. INSTALL LOWER SECTION OF #1 TUBE, GOING BETWEEN FLANGE AND TORSION BAR INTO COLLECTOR STUB. STARTING FROM ABOVE, INSTALL UPPER SECTION OF #1 TUBE DOWN INTO SLIP JOINT OF LOWER SECTION.
- NOTE:** TO PREVENT EXHAUST LEAKS, USE SILICONE SEALER ON ALL SLIP JOINTS AND SEALING SURFACES.
8. POSITION HEADER GASKET AND START ALL BOLTS. USE SEALER ON END BOLTS TO PREVENT COOLANT LEAKAGE.
 9. TIGHTEN ALL BOLTS EVENLY.

RIGHT SIDE

1. UNBOLT STOCK HEADPIPE FROM EXHAUST MANIFOLD.
 2. REMOVE SPARK PLUGS, EXHAUST MANIFOLD AND STUDS FROM HEADS.
 3. CUT HOLE IN FENDER PANEL. SEE ILLUSTRATION "B".
 4. STARTING FROM ABOVE, INSTALL #2 AND #3 TUBES GOING DOWN THROUGH HOLE IN FENDERWELL.
 5. INSTALL #4 TUBE FROM BELOW, GOING OVER TIE ROD AND BETWEEN TORSION BAR AND ENGINE.
 6. INSTALL #1 TUBE FROM BELOW, GOING BETWEEN #4 TUBE AND ENGINE. SLIP ENDS OF #1 AND #4 TUBES INTO COLLECTOR STUBS USING SILICONE SEALER AS REQUIRED.
 7. POSITION HEADER GASKET AND START ALL BOLTS. USE SEALER ON END BOLTS.
 8. TIGHTEN ALL BOLTS EVENLY.
 9. REPLACE SPARK PLUGS (BOTH SIDES).
 10. FILL RADIATOR.
 11. TO CONNECT COLLECTOR TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11025.
- NOTE:** A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS #21104, #21105 OR #21106; HOOKER COMPETITION TURBOS #21004, #21005 OR #21006 AND UNIVERSAL TAILPIPE #16215.
12. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

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

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOLLEY PERFORMANCE PRODUCTS
TECHNICAL SERVICE: 270-781-9741 FAX: 270-781-9772

website: www.holley.com

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 OR SEND US \$4.00 AND WE'LL SEND YOU COMPETE INFORMATION PLUS HOOKER DECALS.



Super Competition

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. Flowtech & Hooker recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products

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