



**2015-16 Dodge SRT 6.4L Charger / HELLCAT
Header-Back 3" Race Only Exhaust System
70502348-RHKR w/ Muffler w/ Resonator w/ AEV delete and 4" Tips**



INSTALLATION INSTRUCTION

WARNING! This product is not street legal and may only be used on RACING VEHICLES. Racing vehicles must be used exclusively for racing or other forms of competition. Racing vehicles must not be registered and must never be used on the street. It is illegal to install this product on a registered vehicle and use it on the street.

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 BLACKHEART exhaust system.

BEFORE STARTING:

Your vehicle must be raised a minimum of 18 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **Please read and understand these instructions and disclaimer in their entirety before attempting installation.**

CAUTION! WORK ONLY ON A LEVEL SURFACE. USE JACKS /JACK STANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.

INCLUDED HARDWARE:

Accessory Pack Contents		
P/N	Qty.	Description
556R27	2	3" TORCA Coupler
556R23	12	3" Band Clamps
199R11382	1	Instruction Sheet
539R31	6	10-32 x 3/4 Coupling Nut
505R83	6	10-32 x 3/4 Flange Bolt
505R84	6	10-32 x 1/4 Flange Bolt
546R21	6	5mm x 10mm Flat Washer
540R36	4	1/4" Spacer
599R94	2	Blackheart Decal

Tools Needed:
Description
3/8 Drive Metric Socket Set
10" 3/8 Drive Extension
15mm Deep Socket
Spray Lube (WD-40®)
13mm Wrench
8mm Wrench

Parts List			
Qty.	Description	Qty.	Description
1	Left Link Pipe	1	Right- Tailpipe Assembly
1	Right Link Pipe	1	Left Resonator Assembly
1	H-Pipe Assembly	1	Right Resonator Assembly
2	Muffler Assembly or Muffler Delete Pipe	2	Tailpipe Adapters
1	Left -Tailpipe Assembly	2	Tip Assemblies

INSTALLATION:

Inspect your accessory pack: BEFORE YOU START!

1. Place the vehicle on flat a surface, set the parking brake, and block the front wheels.

2. **Disconnect the negative terminal of the battery.**
3. Lift the vehicle and support with jack stands.

CAUTION! Never support a vehicle with a floor or bumper jack.

REMOVING THE OEM EXHAUST:

NOTE: This exhaust system is intended to be used with Hooker Blackheart Headers P/N70102304-RHKR, 70102305-RHKR, or 70102306-RHKR (Hellcat Only) and assumes the headers have already been installed.

1. Support the exhaust at both ends.
2. Support the left and right muffler assembly. Remove the bolts at the isolator brackets on the left and right tailpipes. Remove the bolts at the isolator brackets on the left and right differential hangers (See **Figure 1**)

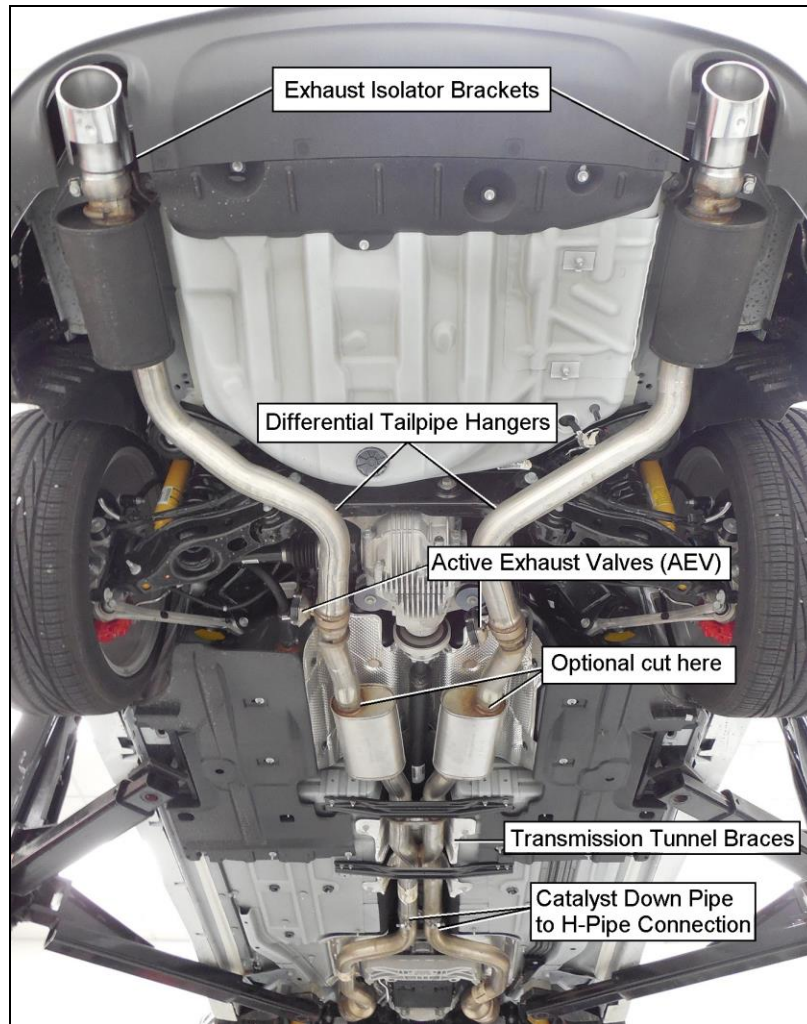


Figure 1

3. Loosen the clamps on the H-Pipe where it connects to the catalytic converter down pipes and spray the connection with WD-40® (**Figure 1**).
4. Remove the 2 transmission tunnel cross braces.
5. Unplug the connectors from the left and right Active Exhaust Valve actuator. Remove the 8mm nuts on each actuator and carefully remove the actuator from the tailpipe. Do not lose the drive spring as it will be reused.
6. Lower the mufflers to clear the bumper. Remove the H-pipe and exhaust from the catalytic down pipes.

NOTE: Cutting the tailpipes at the resonator will make removal much less difficult, but is not necessary (Figure 1**).**

7. Take a picture of the tailpipe isolator assemblies before they are removed from the tailpipes for reference later. Remove the isolator assemblies from the factory exhaust. Keep the isolator assemblies separated (left and right) as they are different.

INSTALLATION OF YOUR HOOKER BLACKHEART HEADER-BACK EXHAUST:

Installing the AEV actuator on to the Blackheart tailpipe:

1. Place the Right tailpipe on the work bench with the AEV mounting bracket facing up (**Figure 2**)
2. Install the 2 coupling nuts and washers onto the AEV actuator positions B and C with the 10-32 x 3/4" flange bolts as shown in **Figure 2**. Be sure to install the washer between the actuator and the coupling nut. Do not over tighten the bolts, as the actuator case is plastic.
3. Install the third coupling nut onto the actuator mounting plate position A using a 10-32 x 1/4" flange bolt. Install the bolt from the back side of the bracket as shown in **Figure 2**.
4. Install the coupler spring on to the actuator, making sure the drive spring is centered and firmly locked into the drive on the actuator (**Figure 2**).
5. Apply a liberal amount of anti-seize or waterproof grease to the face of the mounting plate where the drive spring will contact the plate.
6. Place a washer on to the top of the coupling nut installed on the mounting plate (**Figure 3**).
7. Place the actuator on to the mounting plate and align positions A, B, and C making sure the drive spring wire is located between the raised tabs on the mounting plate as shown in **Figure 2 reference line D**. Install the 10-32 x 3/4 flange bolt into position A on the actuator and into the washer and coupler nut previously installed on to the mounting plate. Be sure the washer is installed.
8. Align positions B and C by rotating the actuator clockwise and install the 2 remaining 10-32 x 1/4 flange bolts from the back side of the plate. **NOTE:** There will be a small amount of preload on the spring as you rotate the actuator into position when the spring contacts the raised tabs on the mounting plate. Do not force the actuator into position or you will damage the drive on the actuator. If more than a slight preload is required to align the bolt holes re-check the spring coupler assembly for incorrect alignment.
9. Check the alignment of the spring coupler after all the bolts have been installed, the drive spring needs to be positioned correctly between the raised tabs allowing 90 degrees of actuator rotation. This will simulate the amount of valve action on the factory AEV assembly. If the drive spring is positioned incorrectly (or missing) the actuator will not rotate through its correct range of motion and the CHECK ENGINE light will illuminate. Reference **Figure 4** for correct drive spring positioning.
10. Repeat the actuator installation procedure for the Left tailpipe.
11. Reference **Figure 5** for installed AEV actuator.

Exhaust Installation:

1. Inspect the exhaust hanger isolators and any OEM hardware to be reused. Replace, if necessary.
2. Install the 3" Torca couplers on to each header collector, position the couplers with the bolts on the outside of the collector and the nuts facing down (**Figure 6**).
3. Install the header link pipes with the long leg to the header collector. Position the coupler for a 50/50 split between the collector and the link pipe (**Figure 6**) and tighten the coupler to allow for adjustment of the link pipe. Position the link pipes with the short end evenly aligned inside the transmission tunnel (**Figure 7**).
4. Pre install the mufflers or muffler delete pipes (depending on the kit you have) on to the H-pipe with the clamps on top of the pipe and the bolts facing out. Align the mufflers or muffler delete pipes flat to the floor and even with each other (**Figure 8**).
5. Install a 3" band clamp over each link pipe outlet and position the clamp with the bolt at the bottom of the pipe and the nut facing the outside of the car (**Figure 7**). Install the **H-PIPE** expanded end on to the link pipes. Spray the pipes with WD-40® to ease installation. Align the clamps as shown in **Figure 7**. Tighten the clamps to allow for adjustment. Support the H-pipe to prevent damage to the catalytic converter down pipes.
6. Install the transmission tunnel cross braces. Use the provided spacers between the rear cross brace and the vehicle chassis to provide additional clearance for the exhaust.

7. Install a supplied 3" band clamp over each muffler or muffler delete outlet tube (bolt inside and nut down). Install the tailpipe adapter tube in to each muffler and tighten the clamp to allow for adjustment (**Figure 9**).
8. Install a 3" band clamp on to the expanded end of the tailpipe adapter, with the bolt to the inside and nut facing down (**Figure 9**).
9. Spray the Right isolators with WD-40® and install the isolators on the tailpipe. Refer to your pictures for proper orientation of the isolator assemblies before disassembly. Install the right side tailpipe into the muffler. Rotate the tailpipe up and tighten the clamp at the muffler to hold the tailpipe in place. Install the differential tailpipe hanger and bolt.
10. Spray the Left isolators with WD-40® and install the isolators on the tailpipe. Refer to your pictures for proper orientation of the isolator assemblies before disassembly. Install the Left side tailpipe into the muffler. Rotate the tailpipe up and tighten the clamp at the muffler to hold the tailpipe in place. Install the differential tailpipe hanger and bolt.
11. Install a supplied 3" band clamp on to each tailpipe outlet (bolt outside and nut facing down).
12. Install the isolator to each resonator hanger. Install the Left and Right resonator onto the tailpipe and rotate the resonator up to align the isolator hanger. Install the isolator bolt. Align the band clamp with the bolt to the outside and the nut facing down, and tighten the clamp to allow for adjustment (**Figure 10**).
13. Set the actuator to CV boot clearance by measuring the distance from the AEV bracket top edge straight across to the CV boot and verify there is a minimum of 1-1/2" in clearance. This will prevent the actuator from contacting the boot when the exhaust grows as it gets hot (**Figure 12**).
14. Install a supplied 3" band clamp over each resonator outlet with the bolt outside and nut down (**Figure 11**).
15. Install the tip assembly on to each resonator outlet. Align and tighten the clamp to allow for adjustment.
16. Plug in the connector on each AEV actuator.
17. Check all the hardware and the connection points for proper installation. Adjust and tighten all clamps starting at the front and working towards the tailpipes.
18. Remove the jack stands and lower the car. Connect the battery and remove the wheel blocks.
19. Start the vehicle and check for leaks and loose hardware.
20. Check all hardware again after the first 150 miles of driving.

NOTE: It is normal for the Blackheart Header-Back Exhaust System to emit smoke for the first few minutes during break-in period.

Enjoy your Blackheart Exhaust!

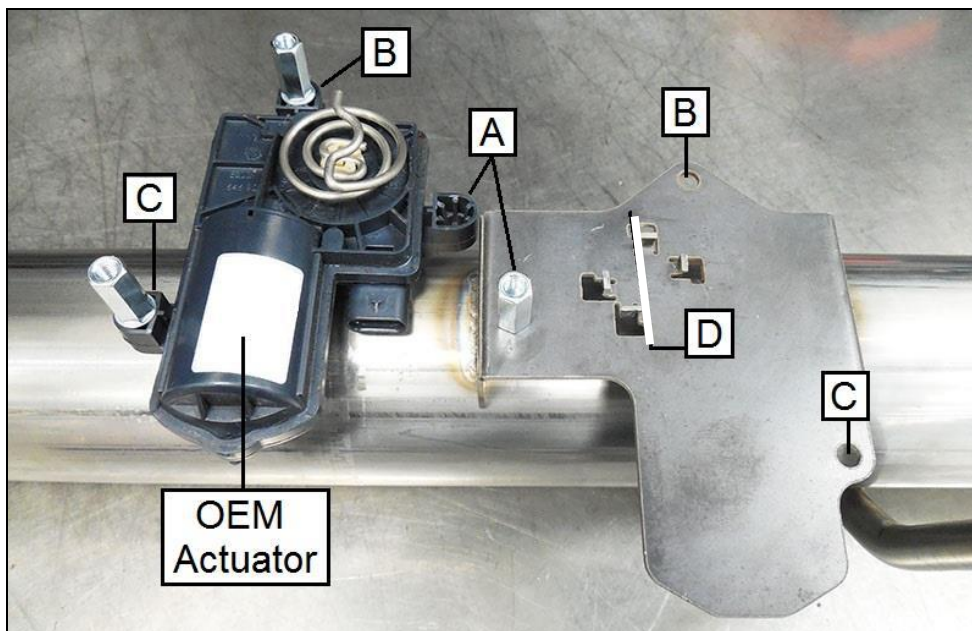


Figure 2

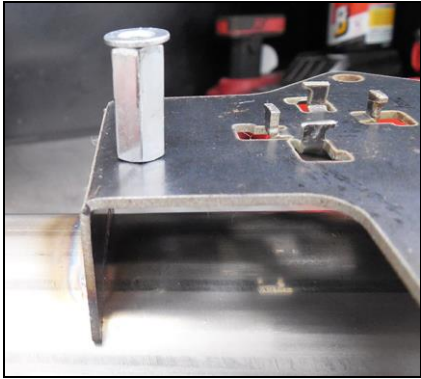


Figure 3

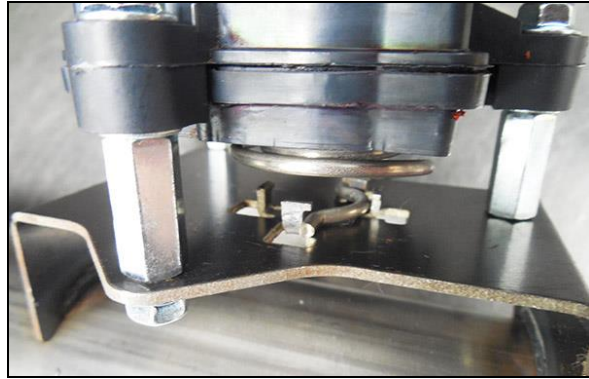


Figure 4



Figure 5

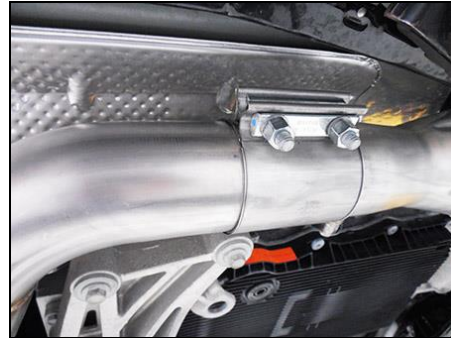


Figure 6



Figure 7



Figure 8

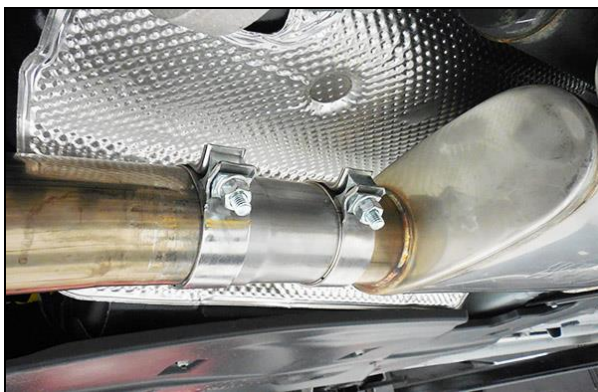


Figure 9



Figure 10



Figure 11

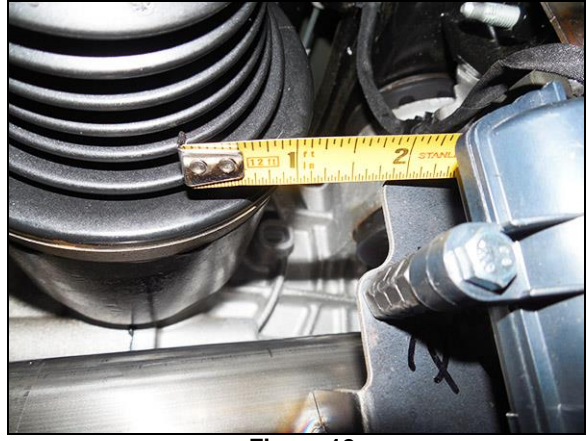


Figure 12