



7700HKR (painted) HOOKER HEADER BACK EXHAUST SYSTEM 1975-93 Dodge/Plymouth Ramcharger/Trailduster (318-360)

NOTE: Part # 7700HKR header dual exhaust system was designed to be used with Hooker competition Part #5902HKR headers. If the dual exhaust is being installed with headers other than 5902HKR, modifications will be required. Hooker Headers will not assume responsibility for fit or performance.

NOTE: Mufflers are not supplied with this exhaust system. Hooker Headers has designed this kit for use with Hooker Turbo muffler 21005HKR or any equivalent 2-1/4" I.D. inlet and 2-1/4" I.D. outlet single offset OEM muffler.

NOTE: Dual system fits only standard 16 gallon gas tank.

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.

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. We recommend welding all pipe slip joints (headpipes to muffler, etc.). If no welding equipment is available at the time of installation, use furnished clamps to secure the pipes until they can be welded.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Remove existing exhaust crossover and single exhaust system.
2. Install new left and right headpipes. Tighten only enough to hold in place.
3. Install mufflers on the headpipes as shown in **Figure A**. Put clamps in place, but do not tighten. Rotate headpipes and muffler to clear transfer case, driveshaft, and frame. Over the front or rear of the muffler, you will find a crossmember or body mount that a hole can be drilled to accept a 5/16" bolt and rubber hanger.
4. Install front tailpipe extensions. On 108" wheel base, cut approximately 11" off front of extensions. Be sure to check measurements before cutting. See **Figure A**.
5. Install tailpipes and center bump over rear axle housing for maximum clearance.
6. As the tailpipe goes under the frame on its way out to the rear of the vehicle, find a hole in the area or drill a new hole to bolt the 90° metal bracket and rubber hanger. See **Figure A** for tailpipe location. Cut the end of the tailpipe for desired length.
7. Make sure that all parts of the system are clear of frame members, all holes, suspension, and brake lines. Starting at the headers, tighten all connections, making sure all parts are clear and will not leak or rattle.
8. Start the 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 vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

NOTE 1: For 108" wheelbase, cut approximately 11" off non-swaged end of front tailpipe extension.

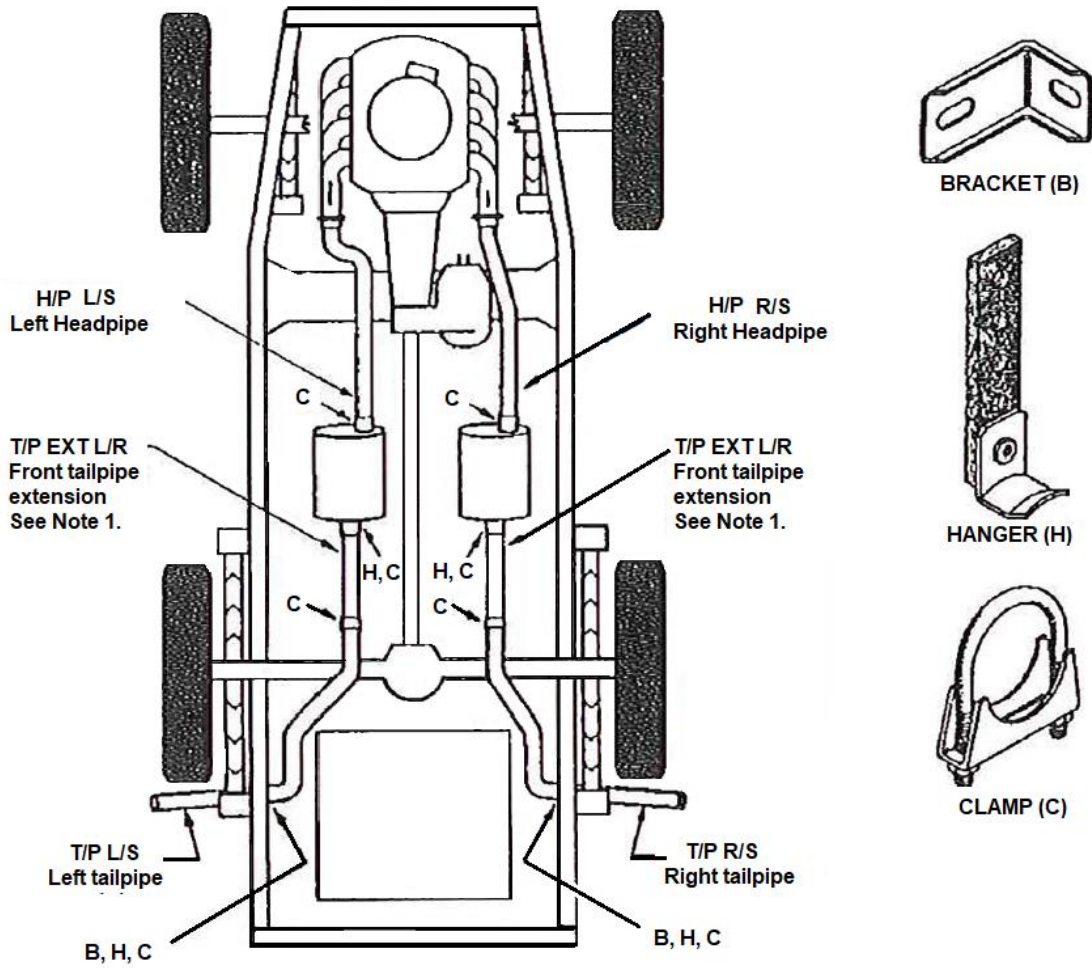


Figure A