



P/N 5111HKR (painted) & 5111-1HKR (ceramic coated)

SUPER COMPETITION FULL LENGTH MOPAR HEADERS

1966-74 Dodge Challenger, Charger, Coronet, Wagon

1966-74 Plymouth Belvedere, GTX, Road Runner, Satellite, Sebring, Barracuda (70-74), Sport Fury (75-77), Wagon
(B&E Bodies) 383-440

NOTE: Hooker headers for MOPAR 383-440 engines will bolt on the popular aftermarket B-S heads. However, because the exhaust port centerline on these heads is 5/8" higher and 3/8" out from the engine centerline compared to stock heads, some header modifications will be required for installation. Custom header applications will be required to fit the B-1 heads because of the angled spark plug location.

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

See Figures 1 & 2 for transmission shift linkage modification.

LEFT SIDE:

1. Disconnect battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipes from the exhaust manifolds and push aside.
3. Remove the stock exhaust manifold, spark plugs, clutch linkage (if manual transmission), drag link from Pittman arm, and idler arm. Move the Pittman arm toward the outside of the car.
4. Remove the bolt from the dipstick tube at the motor mount. Push tube flat and replace bolt.
5. Drain the radiator and remove the studs (if coolant is drained into a clean container, it may be reused).
6. Remove the starter, transmission locking device, and center bolt from motor mount.
7. Place a board under the oil pan. Jack up the engine approximately 2 – 3".
8. Starting from below, work the header up through the chassis into position.
9. Position the gasket and start the front and rear bolts (do not tighten). Lower the engine and replace the motor mount bolt.
10. Remove the rear bolt from the header and with the header loose, replace the starter and clutch linkage (if removed).
11. Start the remaining header bolts/studs.

NOTE: For best results, we recommend the use of a sealant on all header bolts to prevent leakage of coolant (both sides).

12. Tighten all bolts evenly.
13. Replace the spark plugs.

RIGHT SIDE:

1. Remove the stock exhaust manifold, spark plugs, and studs.
2. Turn idler arm toward the outside of the car.
3. Remove the center bolt from the motor mount and jack up the engine approximately 1 – 2".
4. Starting from below, work the header through the chassis into position.
5. Position the gasket and start all bolts/studs.
6. Lower the engine and replace the motor mount bolt.
7. Replace the drag link to the idler arm and Pittman arm.
8. Tighten all bolts evenly.
9. Refill the radiator and replace the spark plugs.
10. To connect the collectors to the headpipes, purchase Hooker Reducer Kit #11030HKR. Bolt the reducers (with gaskets) to the collectors, line up the headpipes, cut to the correct length, and weld to the reducers.
11. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
12. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

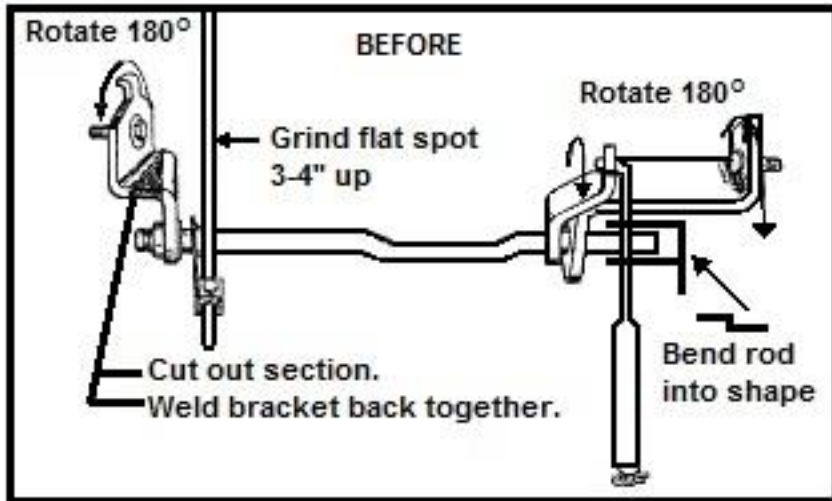


Figure 1

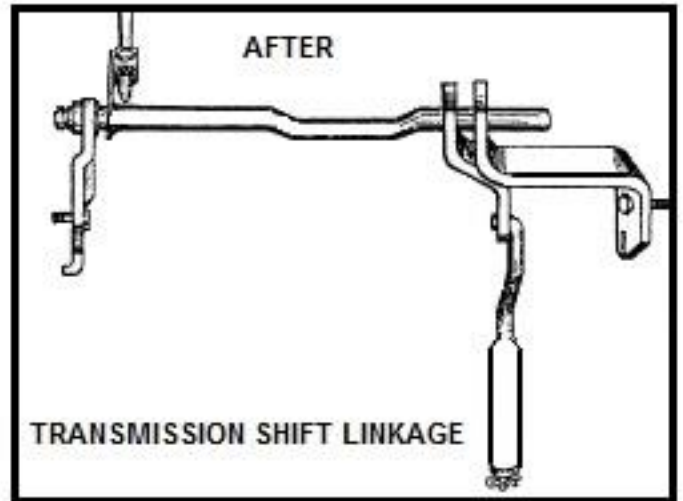


Figure 2