



**P/N 5902HKR (painted), 5902-1HKR (ceramic),  
5902-3HKR (Darkside), & 5902-4HKR (Titanium)  
COMPETITION DODGE/PLYMOUTH HEADERS  
1972-93 1/2 and 3/4 Ton (2 & 4WD) Pickup (318-360)  
1974-93 Ram Charger / Trailduster (318-360)**

**NOTE:** WILL NOT FIT MOTORS EQUIPPED WITH AIR INJECTION PUMP WITHOUT MODIFICATION.

**NOTE:** Reducers are available with oxygen sensor on 1980 and later models, 2 ½" bolt on P/N 11045HKR or 3" bolt on P/N 11046HKR.

**NOTE:** Dual kit fits only standard 16 gallon gas tank.

**NOTE:** Hooker headers for MOPAR 318-360 engines will bolt on the popular aftermarket B-A 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. Spark plug locations require cutting header flanges for clearance.

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 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.**

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Remove the stock headpipes and exhaust manifolds. Leave the stock studs in the heads. Save the stock nuts and washers.

**NOTE:** Vehicles with smog pump heads (but not equipped with smog pump) will need to plug smog holes (under exhaust ports). We recommend threading the hole with a ¼"-20 tap about 3/8" deep. Fill holes with set screw (1/4' long, ¼"-20 thread) or other suitable plugging device. Do both sides (**Figure A**).

**RIGHT SIDE:**

1. Remove the oil filter and bend the stock automatic trans dipstick tube (**Figure B**).
2. Starting from below, work the header up through the chassis into position.

**NOTE:** On 4WD units, work the header up between the front drive shaft and frame.

**NOTE:** 1977 4WD units may require removing the front shaft from yoke and moving it aside to install the header.

3. Place the flange gasket over the studs in the head, followed by the header flange, and start the stock nuts. Start the stock bolt.

**NOTE:** 1977 models may require bending or cutting the lip of the firewall for adequate clearance of the R-3 header tube (**Figure C**).

4. Tighten nuts and bolts evenly.

**LEFT SIDE:**

1. Remove the starter. Move the automatic transmission lines aside for clearance while installing the header.
2. Place the flange gasket over the studs in the head.
3. Starting from below, work the header up through the chassis into position on the studs in the head. Start all stock nuts (with washer), but do not tighten.
4. Replace the starter and reconnect the wiring.
5. Starting with the furnished header bolts, tighten all the header nuts and bolts evenly.
6. To retain heat to the air cleaner (if so equipped), modify the stock heat stove (**Figure D**) and reinstall.
7. To connect the collectors to the headpipes, purchase Hooker Reducer (P/N 11025HKR). Bolt the reducers (with gasket) to the collectors. Line up the headpipes, cut to the correct length, and weld to the reducers.

**NOTE:** Finish the performance job your headers started by adding a Hooker Competition Dual Exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow. Press bending will crush the pipe, easily reducing volume by more than 10%. Our universal dual exhaust system comes complete with 2 Hooker Competition Turbo mufflers. (No reducer is required when using our dual exhaust system.) Purchase P/N 16500HKR.

8. Connect the battery, start the engine and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

