



**5903HKR** (black paint), **5903-1HKR** (silver ceramic),  
**5903-3HKR** (Darkside black ceramic), & **5903-4HKR** (Titanium)  
**COMPETITION DODGE/PLYMOUTH HEADERS**  
1967-74 Passenger, Wagon (B & E Bodies) 383-440,  
1970-74 Challenger / Barracuda 383-440 Chrysler Cordoba 400

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

**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 angled spark plug locations.

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**

**LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Unbolt the headpipe from the exhaust manifold and push aside.
3. Remove the spark plugs, stock exhaust manifolds, and starter. Push aside.

**NOTE:** Drain the radiator before removing the studs. Coolant may be reused, if drained into a clean container).

4. Remove the clutch linkage (if manual transmission), starter, shift linkage (column shift automatic only), and transmission locking device linkage.
5. Remove the center tie rod from the Pittman arm and idler arm.
6. Remove the center bolt from the motor mount. Place a board between the oil pan and jack. Raise the engine approximately 2 inches.
7. Starting from below, work the header up through the chassis into position. Hang the header on the front stud.
8. Position the gasket, start the front and rear bolt, lower the engine, and replace the center motor mount bolt.
9. Remove the rear bolt from the header. With the header loose, replace the starter, clutch linkage, and spark plugs.

**NOTE:** Some vehicles equipped with column shift automatics may require modifications to the shift linkage. See **Figures A & B** for modifications of the shift linkage.

10. Reinstall the linkage.
11. Start all the header bolts (most restricted first). Tighten all header bolts evenly.

**RIGHT SIDE:**

1. Unbolt the headpipe. Remove the stock exhaust manifold, spark plugs, and exhaust manifold studs.
2. Starting from below, work the header up through the chassis into position.
3. Position the gasket and start all header bolts (most restricted first). Tighten all the header bolts evenly.

**NOTE:** We recommend using a sealant on the threads of the header bolts.

4. Replace the tie rods to the Pittman arm and idler arm.
5. Replace the spark plugs.
6. To connect the headers to the stock exhaust system, bolt the purchased Hooker Reducer (P/N 11030HKR) to the collectors.

**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.

7. Refill the radiator and connect the battery.
8. Start the engine and check for leaks.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

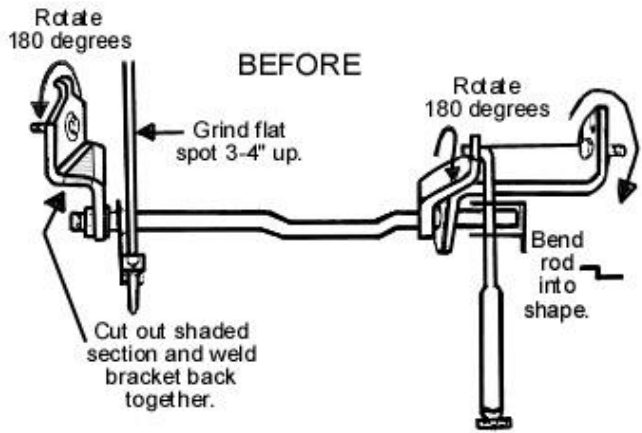


Figure A

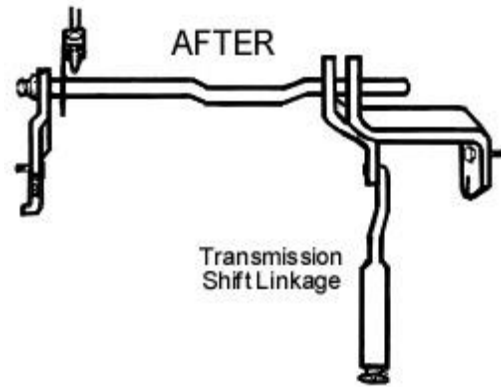


Figure B