

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 $2 3^{\circ}$.
- 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.

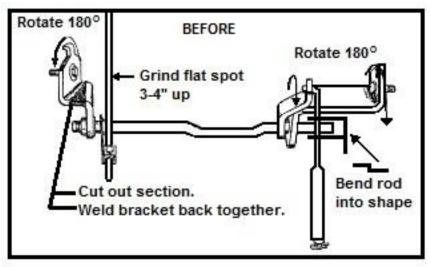


Figure 1

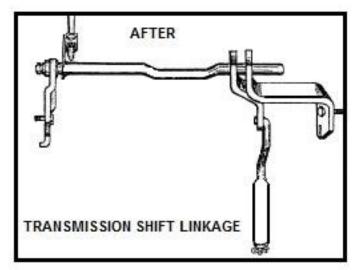


Figure 2