



5905HKR (black painted) COMPETITION DODGE/PLYMOUTH HEADERS

1974 Ramcharger/Trailduster 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 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

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY BEFORE STARTING:

1. Disconnect the battery cables to prevent damage to the electrical systems.
2. Remove spark plug leads and spark plugs.
3. Drain radiator coolant into a clean container so that it can be reused.
4. Disconnect the front drive shaft and push aside.
5. Remove the starter heatshield and starter. Then, disconnect the clutch linkage on manual transmission models or the shift linkage on automatics.
6. Remove exhaust manifolds, headpipes, and exhaust manifold studs.

RIGHT SIDE:

1. Work the header into position from below and start 1" header bolts into the front and rear bolt holes. A sealant such as liquid silicone should be used on all header bolts, because the bolt holes extend into the water jacket.

NOTE: It may be necessary to trim the top of the header flange to get sufficient clearance between the flange and the cylinder head. See Figure A.

2. Slip the flange gasket into place and start the remaining bolts using a 3/4" bolt in the second bolt hole from the front and 1" bolts in the other holes.

LEFT SIDE:

1. Work header into position from below.

NOTE: It may be necessary to remove the motor mount bolt and jack the engine up 1-2": to get enough clearance for the header to pass through. Be sure to put a piece of wood between the jack and the oil pan.

2. Before starting any bolts on the header, reinstall the starter.
3. Position the gasket and start all bolts, using a 3/4" bolt in the second and fifth bolt holes from the front and 1" bolts in the other holes. Use plenty of sealant on all bolt threads. Tighten all bolts evenly.
4. Reconnect the shift or clutch linkage.
5. Remove the mounting bracket from the dipstick tube and attach the tube to the left front header pipe with one of the hose clamps provided. See Figure B.
6. To complete your system, purchase Hooker P/N 11025 reducers and bolt them up to the header collectors.
7. Refill the radiator, reconnect the front drive shaft, and reattach the batter cables and spark plug leads.
8. Check to make sure there is sufficient clearance between the header and all fuel and brake lines, electrical wires, and cooling hoses. Start the engine and check the system 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.

Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

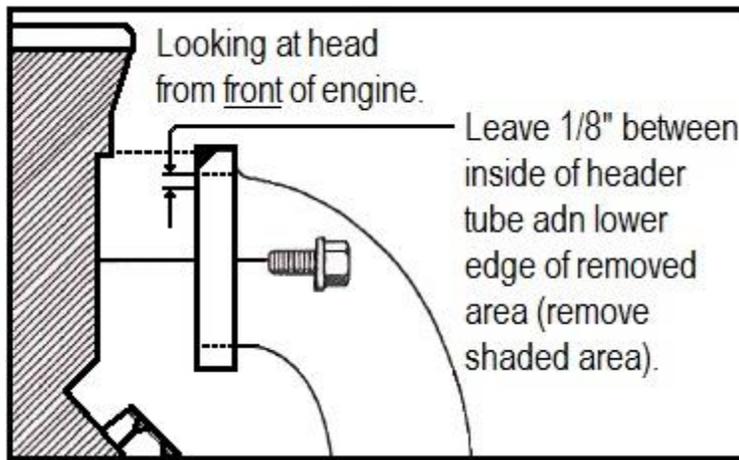


Figure A

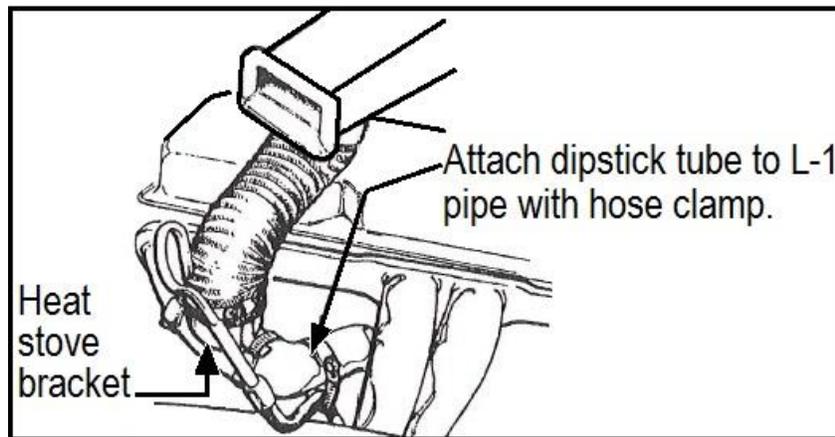


Figure B

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOKKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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