

PART NO. 5116

DODGE - DART / SWINGER / DEMON / ASPEN - 318-360 CID

PLYMOUTH - VALIANT / VOLARE / DUSTER / BARRACUDA (A BODY) 318-360 CID

NOTE: WILL NOT ACCOMODATE SMOG AIR INJECTION PUMP.

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 HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL INSTALLATION (WHILE NOT COMPLEX) MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

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 BATTERY TO PREVENT ELECTRICAL SYSTEM DAMAGE.
2. UNBOLT HEADPIPES FROM EXHAUST MANIFOLDS AND PUSH ASIDE.
3. REMOVE STARTER, STOCK EXHAUST MANIFOLDS AND CENTER BOLT FROM MOTOR MOUNT.
NOTE: IF YOUR ENGINE HAS SMOG AIR HOLES IN EXHAUST PORTS, YOU MUST CUT A THREAD IN THE HOLES WITH A 1/4-20 TAP (USE A SMALL WRENCH TO TURN TAP) AND PURCHASE 8 1/4"-20 X 1/4" LONG ALLEN HEAD SET SCREWS. SCREW TOPS SHOULD BE FLUSH WITH OR BELOW PORT WALL. SEE ILLUSTRATION 'A'.
4. REMOVE LEFT SIDE TIE ROD FROM DRAG LINK; REMOVE DRAG LINK FROM PITTMAN ARM. TURN WHEELS ALL THE WAY TO THE RIGHT. SEE ILLUSTRATION 'B'.
5. RAISE ENGINE APPROXIMATELY 2" (USE A BOARD BETWEEN JACK AND OIL PAN).
6. REMOVE SLIP TUBE (L-1) FROM MAIN BODY OF HEADER. STARTING FROM BELOW, WORK MAIN BODY OF HEADER UP THROUGH CHASSIS INTO POSITION.
7. WITH ENGINE RAISED AND HEADER LOOSE, REINSTALL STARTER, REPLACE DRAG LINK TO PITTMAN ARM AND TIE ROD TO DRAG LINK.
8. POSITION HEADER GASKET AND START ALL HEADER BOLTS (MOST RESTRICTED FIRST). DO NOT TIGHTEN.
9. WORK SLIP TUBE INTO PLACE AND START BOLTS. TIGHTEN ALL HEADER BOLTS EVENLY.
NOTE: DUE TO MINIMAL GROUND CLEARANCE RESULTING FROM INSTALLATION OF THESE HEADERS, IT IS NECESSARY TO MAINTAIN STOCK CHASSIS HEIGHT.

RIGHT SIDE

1. UNBOLT HEADPIPE FROM EXHAUST MANIFOLD AND PUSH ASIDE.
NOTE: LEFT SIDE OF HEADER MUST BE COMPLETELY INSTALLED BEFORE STARTING RIGHT SIDE INSTALLATION.
2. REMOVE THE STOCK EXHAUST MANIFOLD, OIL FILTER, OIL FILTER ADAPTOR (IF SO EQUIPPED) AND BELLHOUSING BRACE.
NOTE: IF YOUR ENGINE HAS SMOG AIR HOLES IN EXHAUST PORTS, YOU MUST CUT A THREAD IN THE HOLES WITH A 1/4-20 TAP (USE A SMALL WRENCH TO TURN TAP) AND PURCHASE 8 1/4"-20 X 1/4" LONG ALLEN HEAD SET SCREWS. SCREW TOPS SHOULD BE FLUSH WITH OR BELOW PORT WALL. SEE ILLUSTRATION 'A'.
3. TURN FRONT WHEELS ALL THE WAY TO THE LEFT.
4. STARTING FROM BELOW WORK HEADERS UP THROUGH ALL CHASSIS COMPONENTS INTO POSITION.
5. POSITION HEADER GASKETS AND START ALL BOLTS.
6. TIGHTEN ALL BOLTS EVENLY.
7. REPLACE OIL FILTER AND OIL FILTER ADAPTER (IF SO EQUIPPED).
NOTE: DUE TO LIMITED SPACE SHORT OIL FILTER MAY BE REQUIRED.
8. TO RETAIN HEAT TO THE CARBURETOR, USE PURCHASED HEAT STOVE. ATTACH STOVE TO HEADER TUBE WITH HOSE CLAMPS; ATTACH FLEX HOSE FROM AIR CLEANER TO HEAT STOVE. SEE ILLUSTRATION 'C'.
9. TO CONNECT COLLECTOR TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11030.

10. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.



Super Competition

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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 1-866-464-6553.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.

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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 PROHIBIT THE ADVERTISING, OFFERING FOR SALE, OR INSTALLATION OF ANY DEVICE WHICH MODIFIES A VEHICLE'S EMISSION CONTROL SYSTEM UNLESS EXEMPTED. UNLESS OTHERWISE NOTED, HOOKER HEADERS HAVE NOT RECEIVED AN EXEMPTION FROM THESE CODE SECTIONS AND ARE NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON VEHICLES ORIGINALLY EQUIPPED WITH CATALYTIC CONVERTERS. IT IS ILLEGAL, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE DRIVEN UPON A HIGHWAY, TO REMOVE OR OTHERWISE RENDER INOPERATIVE ANY EMISSION CONTROL DEVICE ON REGULATED MOTOR VEHICLES-CHECK CATALOG LISTINGS TO INSURE PROPER APPLICATION. IN THE OTHER 49 STATES, UNLESS OTHERWISE NOTED, HOOKER HEADERS ARE NOT LEGAL FOR POLLUTION CONTROLLED MOTOR VEHICLES, EXCEPT FOR RACING VEHICLES WHICH MAY NEVER BE USED UPON A HIGHWAY AND ARE NOT INTENDED OR APPLICABLE FOR HIGHWAY USE.

