



## P/N 5803HKR (painted) & 5803-1HKR (ceramic coated) SUPER COMPETITION FULL LENGTH 2WD TRUCK HEADERS 1987-91 Dodge Dakota & Durango (318-360)

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

**NOTE:** Reducers available with oxygen sensor on 1980 and later models, 3" bolt on P/N 11046HKR

**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 the 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**

**NOTE:** If there are smog air holes in the exhaust ports, fill according to **Figure A**.

#### **LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the headpipe and push to one side. Remove the air injection tube from the catalytic converter and move the converter out of the way.
3. Remove the exhaust manifold.

**NOTE:** End ports have studs which go into the water jackets. These can be removed and replaced with header bolts (provided), if so desired.

4. Remove the bolt from the center of the steering shaft. Unbolt the rack and pinion from the frame and slide the steering shaft apart. Swing the two halves of the shaft out of the way.
5. Starting from below, work the header up through the chassis into position. If the studs are left in place, put the header in position over the studs. If not, start the end header bolts and insert the gasket. Start the remaining header bolts.
6. Tighten all bolts evenly.
7. Reinstall the rack and reconnect the steering shaft.

#### **RIGHT SIDE:**

1. Unbolt and remove the exhaust manifold.
2. Starting from below, work the header up through the chassis into position over the exhaust studs. Insert the gasket and start the remaining header bolts.
3. Tighten all the bolts evenly.
4. To connect the headers to your existing stock exhaust system, use Hooker reducer P/N 11030HKR. Bolt the reducer to the collector, cut the headpipe to the correct length, and weld it to the reducer (**Figure B**).
5. 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.
6. 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-GOHOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

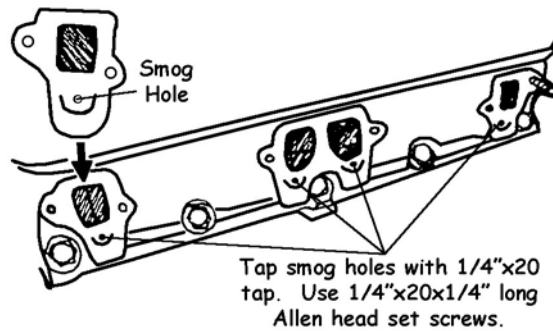


Figure A

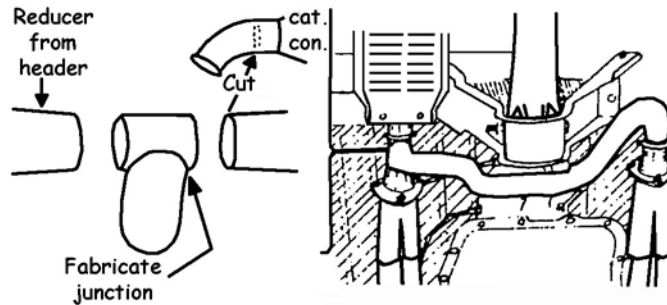


Figure B

**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.

HOOKER 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. HOOKER Headers have not received an exemption from these code sections and are to 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 the regulated motor vehicles – check catalog listings to ensure 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.

**5803HKR**

**Date: 5-30-06**