



PART # 78050 & 78056 INSTRUCTION SHEET DODGE & PLYMOUTH 273-360 ENGINES

CAUTION! This is a custom designed exhaust header system, designed for this particular application (s). Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!
To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a spray copper gasket sealant.

BEFORE STARTING INSTALLATION:

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!**

INSTALLATION INSTRUCTIONS:

NOTE: WILL NOT FIT CARS EQUIPPED WITH AIR INJECTION PUMP!

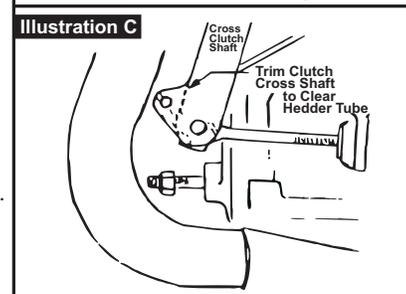
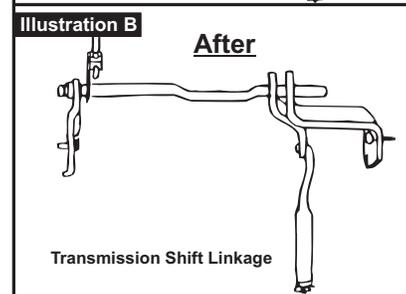
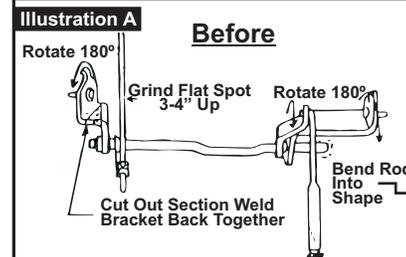
LEFT SIDE:

1. Disconnect Battery.
2. Remove stock exhaust manifold, spark plugs (number wires), and clutch linkage (If manual).
3. Drain radiator and remove studs from heads.
NOTE: Engines with smog heads must have the smog air holes filled.
4. Remove left side tie rod from drag link. Remove drag link from pitman arm.
5. Remove starter and center bolt from motor mount.
6. Raise engine approximately 3" (Not required on all motors).
7. With gasket in place, install header from bottom of engine compartment area. Leave loose.
8. With engine raised & header loose, replace starter, replace drag link to pitman arm & tie rod to drag link.
9. Lower engine and replace center motor mount bolt.
10. Install hedder bolts and tighten down evenly. We recommend the use of sealant on threads of all bolts to prevent coolant leakage.
11. Models with automatic transmission (column shift) **See Illustrations A & B** (not required on all models). Models with manual transmission, **See Illustration C.**
12. Check power steering hoses and automatic transmission cooler lines (if equipped) for adequate clearance. Re-route as necessary.

RIGHT SIDE:

1. Remove stock exhaust manifold, spark plugs (Number wires) and oil filter.
2. Remove studs from head and brace from engine to bellhousing (If equipped).
3. Remove center bolt from motor mount.
4. Raise engine several inches (using flat board between oil pan and Jack).
5. Install hedder from bottom of engine compartment area. With gasket in place start all header bolts.
6. Lower engine and replace center bolt in motor mount.
7. Tighten all the bolts evenly.
8. Replace oil filter.
9. Re-install all steering linkage that has been removed (double check it).
10. Check clearance between pipe (R2) & idler arm. It must be 1/4" or more. If not replace motor mount.
11. Check all gas lines, brake lines and wires for sufficient clearance. Re-route as necessary.
12. Refill radiator and connect battery and spark plugs.
13. Connect complete exhaust system.
14. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises After test drive, re-tighten all header bolts.

ILLUSTRATIONS



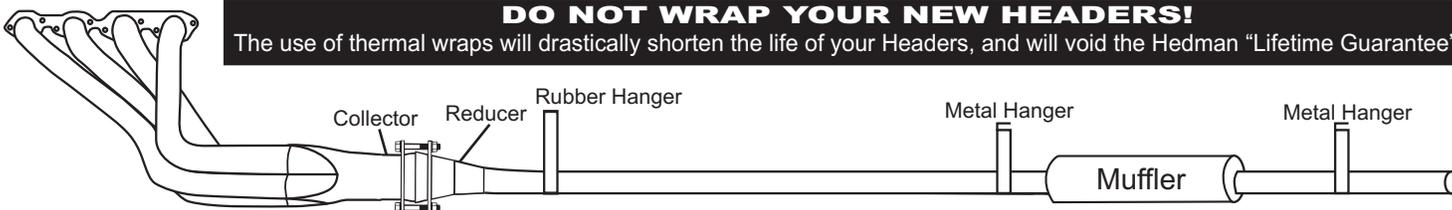
ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

SPECIAL INSTRUCTIONS!

After installing your headers it is very important that your exhaust system be suspended properly. As indicated in the drawing below you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".

DO NOT WRAP YOUR NEW HEADERS!

The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".



WARNING: Not applicable or intended for street or highway use. Legal only for racing vehicles which may never be used upon a public highway.

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