



**SHORTY HEADER**  
**For 2006-2007 Dodge Ram Pick-Up, 1500/2500 Series,**  
**5.7L Hemi V8, Automatic Transmission, 2WD & 4WD with I.F.S.**  
**Catalog #65892 & #65893**  
**INSTALLATION INSTRUCTION**

Please study these instructions carefully before installing your new *Shorty Header*. If you have any questions, please contact our **Technical Hotline at : 1-800-416-8628** from 7 am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at [Edelbrock@Edelbrock.com](mailto:Edelbrock@Edelbrock.com).

**SHORTY HEADER:** These components are designed as a system to improve the exhaust efficiency of the Dodge 5.7L Hemi V8 engine. **This system does not require welding for installation** and retains all O.E.M. emissions equipment.

**IMPORTANT NOTE:**

***Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.***

**Suggested Tools Needed for Installation:** This vehicle has some metric fasteners.

- 3/8" ratchet socket set with extensions and universal swivel sockets metric & S.A.E.
- Set of combination wrenches
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- Liquid penetrant, (GM #1052627), anti-seize compound (GM #5613695) or available equivalent
- Thread locking compound

**SPECIAL NOTICE:** This Edelbrock Shorty Header has received an Executive Order number (E.O.#) from the California Air Resources Board (C.A.R.B.) making it legal for street use in all 50 states. To assist you with emission equipment certification, we have included a silver fan shroud decal to help testing personnel verify that this part is a legal replacement on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed next to the existing emission and engine specifications decal. Do not cover any part of your original emission decal.

**WARNING:** The use of "Thermal Wrap" or any aftermarket coating process **will void the warranty** on your Edelbrock Shorty Headers. Those products can cause excessive heat and moisture buildup resulting in corrosion and failure of the system.

**IMPORTANT NOTE:**

When cleaning any ceramic-coated Edelbrock T.E.S., use only soap and warm water. The use of caustic solvents (i.e. gunks, etc.) will mar or damage the ceramic-coating.

**INSTALLATION INSTRUCTIONS**

**DISASSEMBLY**

1. Disconnect negative battery cable.
2. Raise and support the vehicle with two post car hoist (recommended) or jackstands and remove both front wheels.
3. Remove both left and right inner fender wells and set aside.
4. Disconnect and remove O2 sensors in the front of both left and right catalytic converter, being careful not to damage.
5. Unbolt exhaust pipe from stock manifolds.

**RIGHT SIDE ASSEMBLY:**

1. Remove heat shield from manifold.
2. Remove manifold bolts.
3. Remove stock manifold and gasket.
4. Remove the black plastic heater hose retainer clip from the valve cover stud by pulling up until it comes off and push heater hoses out of the way.
5. Loosen the long valve cover studs (just enough to accept the new heat shield) with a deep 5/16" socket. Slide heat shield stamped #25-9383 under the nuts of valve cover studs and tighten down.

**RIGHT SIDE ASSEMBLY - Continuation:**

6. Place black retainer clip back on valve cover stud and make sure the heater hoses are laying in their stock place and out of harm's way.
7. Place right header into position with gasket and start all bolts, lock washers, and hardened washers. Use anti-seize compound on all header bolts before starting. Now, tighten evenly from the center out.

**LEFT SIDE ASSEMBLY:**

1. Remove heat shield from stock manifold.
2. Remove manifold bolts.
3. Remove stock manifold and gasket.
4. Install the new heat shield stamped #25-9382 in the same manner as the right assembly (steps #4, #5, and #6).
5. Place left header into position with gasket. With anti-seize on bolts, start all bolts, lock washers, and hardened washers. Tighten bolts evenly from the center out.
6. Re-install the starter.
7. Remove the bolt and separate steering shaft just above the universal joint. Take the heat shield sleeve (supplied in hardware kit) and slide it over the rubber below on the steering shaft and then re-connect the shaft back together with the universal joint and tighten.

**FINAL ASSEMBLY:**

1. Place donut gaskets on both left and right headers.
2. Re-attach stock exhaust pipes to both headers using supplied hardware.
3. Re-attach O2 sensors.
4. Re-connect battery.
5. At this point, it is a good idea to look over the complete installation to be sure nothing was missed. Check all hydraulic, vacuum and fuel lines, and wire looms to ensure there is adequate clearance to exhaust components.
6. Start vehicle and bring up to normal temperature and check for possible leaks, correct as necessary.
7. Turn engine off and let cool then re-tighten all bolts again (**do not do while hot!**). **Note:** Periodically check header bolts to ensure a tight seal for best performance.
8. Re-install inner fender wells.
9. Re-install front wheels, torque to factory specifications.

**KIT CONTENTS**

<b>Qty.</b>	<b>Description</b>	<b>Qty.</b>	<b>Description</b>
<input type="checkbox"/> 1	Manifold right side (#25-9490) (#65892)	<input type="checkbox"/> 2	Donut gaskets; 2"
<input type="checkbox"/> 1	Manifold left side (#25-9480) (#65892)	<input type="checkbox"/> 4	Hex capscrews; 3/8" x 2"
<input type="checkbox"/> 1	Manifold right side (#25-9491) (#65893)	<input type="checkbox"/> 17	Black hardened washer; 5/16"
<input type="checkbox"/> 1	Manifold left side (#25-9481) (#65893)	<input type="checkbox"/> 17	Lock washers; 5/16"
<input type="checkbox"/> 1	Heat Shield left (#25-9382)	<input type="checkbox"/> 4	Lock washers; 3/8"
<input type="checkbox"/> 1	Heat Shield right (#25-9383)	<input type="checkbox"/> 4	3/8" Hex nuts
<input type="checkbox"/> 17	Hex header bolts	<input type="checkbox"/> 4	3/8" Flat washers
<input type="checkbox"/> 2	Chrysler V8 port gaskets	<input type="checkbox"/> 1	Heat shield sleeve



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