



49154 AFTERBURNER™ HEADERS

1988-1995 CHEVY/GMC PICKUP 1500,2500,3500 PU 2WD (EXCEPT 88-91 ONE TON CREW CAB DUALY)	265-400 V-8 ENGINE
1992-1995 CHEVY TAHOE/GMC YUKON 2WD	283-400 V-8 ENGINE
1992-1995 CHEVY/GMC SUBURBAN 2WD	283-400 V-8 ENGINE

WILL NOT FIT WITH STANDARD TRANSMISSION

We realize that you had many choices when you chose your headers, and we thank you for choosing ours. At *FLOWTECH*®, we put many years of performance exhaust experience into every product we build. We feel and know you will agree that *AFTERBURNER* Headers are the best you can buy at any price.

As a result of the restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal condition. If this is your first time installing a set of headers, it may be time consuming, while not complex. Stick with it, for as soon as you start your engine, the reward of additional horsepower and performance will be well worth your efforts. Proper installation and periodic maintenance will result in maximum performance and life of your *AFTERBURNER* Headers.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For the ease of installation, your vehicle must be raised a minimum of 36". Warning: Should you decide to install any exhaust product yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack, in conjunction with a floor jack as the main support, is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. Never go under any vehicle that is supported by only a bumper jack!

1. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Remove the starter, flywheel cover shield, spark plugs, shields, and the oil dipstick tube.
3. Remove the stock exhaust manifolds and disconnect stock headpipe.
4. Unbolt the starter wire shield from the bellhousing, and slide it up out of the way.

INSTALLATION NOTE: If vehicle is equipped with a smog pump and you wish to retain the A.I.R. injection, use *FLOWTECH*® air pump manifold weld-in kit #10125.

2. CHECK THE CONDITION OF THE ENGINE MOUNTS

It is recommended that new engine mounts be installed before installing the headers.

3. LEFT SIDE HEADER INSTALLATION:

- A. Starting from above, work the header through the chassis into position.
- B. Place the gasket into position and start all mounting bolts, most restricted ones first.
- C. If this vehicle is power steering equipped, it is necessary to use the stock bolt and

- make a spacer in order to mount the power steering bracket.
- D. Tighten all header bolts progressively and evenly, until they are tight.

4. RIGHT SIDE HEADER INSTALLATION:

- A. Starting from below, work the header up through the chassis into position.
- B. Place the gasket into position and start all mounting bolts, most restricted ones first.
- C. Reinstall the starter and starter wire shield.
- D. Reinstall the oil dipstick tube. Bend the tube, as needed, for clearance.
- E. Tighten all header bolts progressively and evenly, until they are tight.

5. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducers and gaskets to the header collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.

6. AFTER HEADERS ARE IN PLACE:

1. Inspect all points with limited clearance. Relocate any points that have direct contact with the headers. Make sure there is adequate clearance around all lines (transmission, brake, fuel, and electrical wires). Reroute as necessary. Before installing your exhaust system, replace any fluids that you may have removed or lost.
2. Reinstall the oil dipstick tube, spark plugs and wires, temperature sending unit, air conditioning compressor, and alternator.
3. Reconnect the battery cable.

When you have finished installing your headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the header gasket from burning out.

OPTIONAL CATALYTIC Y-PIPE
FLOWTECH® RECOMMENDS THAT THIS PART NUMBER
ALWAYS BE USED IN CONJUNCTION WITH ALL EMISSION
DEVICES HOOKED UP AND FUNCTIONING FULLY.

If you wish to retain the Catalytic Converter,
use the Catalytic Y-Pipe P/N 49154Y.
(Available separately from your Flowtech® dealer.)

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

Unless expressly stated to the contrary in the accompanying 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 nonconforming, is on the retail purchaser, the buyer, the ultimate consumer of such product and it is not upon the seller, distributor, or manufacturer.

In the 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 that modifies a vehicle's emissions control system unless exempted. Unless otherwise noted, FLOWTECH 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 that 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, FLOWTECH headers are not legal for pollution controlled motor vehicles, except for racing vehicles that may never be used upon a highway and are not intended or applicable for highway use.