



**FLOWTECH® HEADERS
For 2003 Dodge Ram 1500
5.7L HEMI V-8 (2 & 4WD)
P/N 91941FLT (painted) & 91941-1FLT (ceramic coated)**

**Note: This header system requires cutting and welding of the stock exhaust system
Read all instructions carefully before attempting the installation.**

Thank you for making FLOWTECH® HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled FLOWTECH® 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. 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 FLOWTECH® exhaust system. This part is 49 state emissions legal.

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® recommends using a cast iron exhaust manifold or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 or 1-866-GOHOLLEY for additional information regarding ceramic-coated exhaust products.

PARTS LIST:

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| (1) Driver's Side Header Assembly | (1) Passenger's Side Header Assembly |
| (1) Clamp | (17) 8mm - 1.25 x 25 bolts with lock washers |
| (6) 3/8 x 2-1/2 bolts with washers and nuts | (2) Head flange gaskets |
| (1) Y-pipe (two piece) | |

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 prior to installing headers, take the time to make a careful and complete header fitting into your vehicle properly.

1. Place the vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the battery cables from the battery.
2. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.
3. The Y-Pipe needs to be cut from the catalytic converter.
4. Cut the stock Y-pipe from the converter directly in front of the weld. A sawzall will work best for this step.
5. Remove the nuts attaching the heat shields to the manifolds. Remove the manifolds.
6. Using a gasket scraper, remove all carbon deposits and high spots from the head surface.
7. Using the supplied gaskets and fasteners, install the new headers. Be sure to prepare the new header bolts by applying a small amount of anti-seize to the threads before installing. The driver's side header will have two open unused holes. If removed, re-install the motor mounts.
8. Connect the new Y-pipe to the headers using the hardware supplied. Trial fit the converter to the Y-pipe, and insert into the muffler assembly. Correct any gaps and misalignment and tack weld the Y-pipe to the converter. After total alignment is achieved, weld completely.
9. At this time, apply a sensor-safe, high-temperature sealer to the collector domes of the new headers.
10. Check to make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, coolant lines, etc.
11. Reconnect the battery cables.

12. Recheck everything!
13. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all fasteners are tight.
14. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the 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.

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.

FLOWTECH® 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. FLOWTECH® 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, FLOWTECH® 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.

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