



11504FLT FLOWTECH I ® STANDARD HEADERS
31504FLT FLOWTECH II ® CERAMIC HEADERS

1988-95 CHEVY/GMC PICKUP 1500, 2500, 3500 2/4WD 5.0-5.7L V-8 ENGINE (except 88-91 1-Ton Crew Cab Dually)

NOTE: Catalytic converter compatible Y-pipe available separately, P/N 11504YFLT.

NOTE: Must modify stock exhaust to retain catalytic converters.

NOTE: Will not fit angle plug heads.

NOTE: Fits with OE factory equipped style transmission only.

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 *FLOWTECH®* 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. 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 from your *FLOWTECH®* Headers.

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 an old header to break in new engines to avoid coating damage.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For ease of installation, your vehicle must be raised a minimum of 24".

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 a bumper jack!

PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system. Remove the starter.
2. Remove the starter and the flywheel cover shield.
3. Remove the spark plugs, shields, and oil dipstick tube.
4. Disconnect the stock headpipes and remove the stock exhaust manifolds.
5. Unbolt the starter wire shield from the bell housing and slide out of the way.

CHECK THE CONDITION OF THE ENGINE MOUNTS.

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

LEFT SIDE HEADER INSTALLATION:

1. Starting from above, work the header down through the chassis into position.
2. Place the gasket into position and start all mounting bolts (most restricted ones first).
3. If the vehicle is equipped with power steering, it is necessary to use the stock bolt and make a spacer in order to mount the power steering bracket.
4. Tighten all header bolts progressively and evenly until they are tight.

RIGHT SIDE HEADER INSTALLATION:

1. Starting from below, work the header up through the chassis into position.
2. Place the gasket into position and start all mounting bolts (most restricted ones first).
3. Reinstall the starter and starter wire shield.
4. Reinstall the dipstick tube. Bend the tube, as needed, for clearance.
5. Tighten all header bolts progressively and evenly until they are tight.

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.

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.
2. 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 burning out of the header gaskets.

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 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 *FLOWTECH®* 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, 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 which 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 which 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 ensure proper application.) In the other 49 states, unless other 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.

**Flowtech Technical Support
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For online help, please refer to the website: www.holley.com