1993-1998 Toyota Supra 3.0L (2JZ-GE) Mark IV Engines
6-2-1 Racing Style Header
11544FLT (Polished Finish)

NOTE: Read all instructions carefully before attempting the installation.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. Extensive dyno/street/track testing has enabled FLOWTECH to offer the most advanced design in headers for your application. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH exhaust system.

WARNING! Breaking in a new engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties.

Parts Included:

- Header (**11544FLT** –Polished Finish)
- Header gaskets
- O2 insertion gasket and hardware

Recommended Tools:

Flat Head Screwdriver	1/2” x 9/16” Wrench	12mm, 13mm, 15mm, & 18mm Wrench
12mm, 13mm, 15mm, & 18mm Socket	3/8” or 1/2" Ratchet	3/8” or 1/2” Swivel Socket Adapter
Oxygen Sensor Wrench	Jack Stands	Jack

BEFORE STARTING:

Place the vehicle in an adequately lit and ventilated location where the floor is solid and flat. DO NOT work on a hot engine. Heat causes metal to expand and makes the removal of fasteners more difficult. Please be sure to wear the proper safety equipment; eye goggles and gloves are recommended to ensure a safe installation.

1. Disconnect the battery cables from the battery to prevent electrical damage. Raise the front end for access to the exhaust manifold flanges. **DO NOT DEPEND ON A JACK!** Use jack stands and block the tires to safely support the vehicle.
2. Spray WD-40® or equivalent rust penetrating lubricant on all accessible fasteners and fittings before removing them.
3. Loosen hose clamps securing breather hose and air intake tube.
4. Remove any hoses or tubes to allow clear view to header bolts and attaching hardware. Take extra precaution and note where any removed tubes or hoses are located.
5. While under the vehicle, disconnect the oxygen sensor from the wire harness and remove the catalytic converter down pipe by removing the bolts securing the catalytic convertor down pipes to the exhaust manifold and nuts at the outlet.
6. Disconnect the oxygen sensor at the wire harness.
7. **PLEASE NOTE**: The intake manifold shares the same bolts and washers with the exhaust manifold. Your stock hardware will be reused when installing the new polished header.
8. Remove the bolts/washers and two nuts/washers securing the stock exhaust and intake manifold to the engine.
9. Remove the intake manifold off the indexing pins by wiggling out and away from the engine. Suspend slightly up and then remove the stock exhaust manifold from under the vehicle.
10. Remove the intake/exhaust manifold gasket.
11. Carefully remove the oxygen sensor from the stock exhaust manifold (using an O2 wrench) and install onto the O2 sensor bung on the new Flowtech header being sure to use supplied O2 insertion gasket and hardware.

12. Remove all stock exhaust manifold hardware and install onto new Flowtech header collector flange.

13. Make sure that cylinder head ports and surface are free of any dirt/debris. Install the supplied Flowtech header gaskets, Flowtech header and intake manifold back onto the cylinder head using the original bolts/washers and nuts/washers. Do not tighten at this point.

14. Tighten the bolts/washers and nuts/washers from starting from the middle of the header and working your way out to edges.

15. Plug the O2 sensor wire to the correct wire harness plug and ensure the wires have ample clearance from the new header.

16. Install the catalytic converter down pipe using the original hardware outlined in step 5.

17. Plug the oxygen sensor wires back to the correct wire harness plugs.

18. Reattached any removed hoses or tubes allowing for clear access during manifold removal and header installation.

19. **RE-CHECK ALL OF YOUR WORK.**

20. Make sure all hardware, hoses, and tubes removed have been re-installed and are accounted for.

21. Remove vehicle from jack stands.

22. Reconnect battery cables making sure all connections are secured.

23. Start the engine and allow to come to normal operating temperature. Check for leaks. Shut engine off and allow to cool down.

24. Recheck all connections to ensure they are secure.

25. Give vehicle a test drive checking carefully for any new noises.

26. After several days of driving, check connections and re-tighten all bolts.

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 that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.