



11502FLT FLOWTECH I® STANDARD HEADERS

31502FLT FLOWTECH II® CERAMIC HEADERS

1982-93 S10/15 PU Engine Swap (283-400)

1982-93 S10 Blazer Swap (283-400)

NOTE: Applications with oxygen sensor, use reducer #10105FLT (2 1/2" 3-bolt flange) or #10110FLT (3" 3-bolt flange).

NOTE: Shorty-style header, will also work on catalytic converter equipped vehicles. Head pipe fabrication required.

NOTE: Will not fit angle plug heads.

NOTE: Installation requires front Flowtech™ frame mounts #22609FLT. Powerglide and TH-350 trans. May use stock transmission crossmember.

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.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For 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 a bumper jack!

PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Prepare the engine compartment and install the engine as per installation kit instructions. Install the engine and transmission.
3. Remove the alternator, steering shaft, oil dipstick tube, and spark plugs.
4. Remove the stock exhaust manifolds.
5. Disconnect the water temperature sending unit.

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, place the header into position.
2. Place the gasket into position and start all mounting bolts, most restricted ones first.
3. If the vehicle has an alternator mounted on the left side of the engine, it will be necessary to notch the header flange for clearance. See **Figure B**.
4. Replace the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube.

NOTE: Early model engines will require converting the canister oil filter to a screw-in oil filter.

NOTE: To install the alternator it may be necessary to use **FLOWTECH®** adapter brackets #10031FLT and/or #10033FLT. See **Figure A**.

RIGHT SIDE HEADER INSTALLATION:

1. Starting from above, place the header into position.
2. Place the gasket into position and start all mounting bolts, most restricted ones first.

NOTE: Late model vehicles with the smog pump connected to the exhaust manifold will need to weld a piece of 3/4" OD tubing to the reducer or collector. Drill a hole on the collector or reducer, then weld the tubing in place according to **Figure C**.

Cut the tubing coming out of the air pump so that a length of 3/4" neoprene hose can be slipped onto it. Connect to the reducer or collector.

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, alternator, and steering shaft.
3. Reconnect the battery cable.

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.

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.

