



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 1988-91 1-Ton Dually models)

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.

NOTE: This header is equipped with a fitting to accept an oxygen sensor. Should you choose to install an O2 sensor, completion of the hole bore through the tube wall must be performed by a drill and/or air powered rotary file. Hooker long tube headers do not come with header reducers.

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.