



## 13500FLT FLOWTECH I - STANDARD FINISH HEADERS 33500FLT FLOWTECH II - CERAMIC FINISH HEADERS

1972-1993 DODGE PICKUP 1/2, 3/4 TON, 2 & 4WD (273-360)  
1974-1993 RAMCHARGER / TRAILDUSTER (273-360)

**NOTE:** Must modify stock exhaust to retain catalytic converters.

**NOTE:** Applications with oxygen sensors will use reducer 10105FLT for 2 1/2" 3-bolt flange or 10110FLT for 3" 3-bolt flange.

**NOTE:** Will not fit with A.I.R. injection pump.

**NOTE:** Pickups only - Will not fit with high torque starter.

**NOTE:** 2WD Pickups only – Collector is non flanged integral reducer type.

**NOTE:** 4WD Pickups only – Will not fit trucks with power take off.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. 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 normal. 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.

### BEFORE STARTING:

For the 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 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 only supported by a bumper jack.**

### INSTALLATION NOTES:

**NOTE:** If it is required that you retain the heat stove to the air cleaner (TAC), modify the stock heat stove (**Figure A**).

**NOTE:** If your vehicle is equipped with smog pump cylinder heads, but not smog pump equipped, it will be necessary to plug the small holes under the exhaust ports. The best method is to thread the hole with a 1/4"-20 tap, then place 1/4" long x 1/4"-20 set screws (available at your hardware store) in the holes. It is necessary for you to do both heads (**Figure B**).

**NOTE:** Retain the outer (front and rear) manifold nuts and washers.

### PREPARE THE CAR FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Unbolt headpipes from the stock exhaust manifolds and move aside. Remove the stock exhaust manifolds.
3. Remove the clutch idler assembly (if equipped).
4. Remove the starter.
5. Move the auto transmission lines aside for clearance, while installing the left side header.

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

### LEFT SIDE HEADER INSTALLATION:

1. Place the gasket into place over the mounting studs in the head.
2. Starting from below, work the header into position over the exhaust ports. Install the stock nuts, but do not tighten.
3. Reinstall the starter and reconnect the starter wires.
4. Install the balance of the bolts. Tighten all header bolts and nuts progressively and evenly until they are tight.

### RIGHT SIDE HEADER INSTALLATION:

1. Remove the oil filter. Bend the automatic transmission dipstick tube for clearance (**Figure C**).
2. Place the gasket into place over the mounting studs in the head.
3. Starting from below, place the header into position over the exhaust ports. Install the stock nuts and bolts. Tighten all the header bolts and nuts progressively and evenly until they are tight.

### INSTALLATION NOTES:

**NOTE:** On 4WD vehicles, work the header up in between the front drive shaft and the frame.

**NOTE:** 1977 4WD equipped models may require removing the front shaft from the pinion yoke and moving it to the side while installing the header.

**NOTE:** 1977 models may require that the lip seam on the firewall be trimmed or bent away to provide adequate clearance for tube R-3 (**Figure D**).

**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. **Replace any fluids that you may have removed or lost.**
2. Reinstall the spark plugs and connect the battery cable.
3. Reinstall the front drive shaft (if removed).
4. Bolt the reducer adapters and gaskets to the header collectors.
5. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
6. When you have finished installing your FLOWTECH 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 a few days, retighten the header bolts.

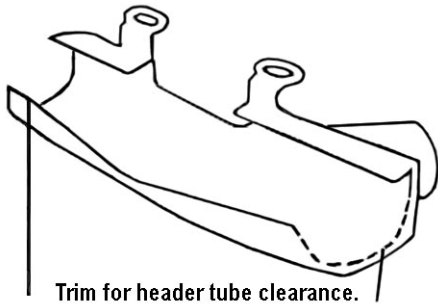


Figure A

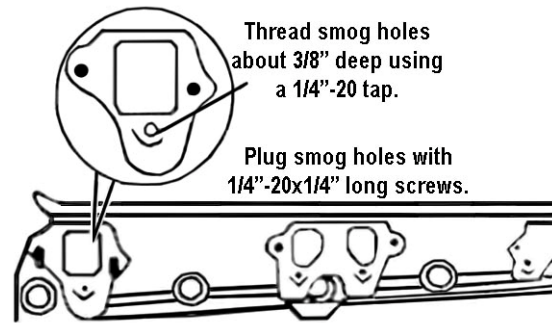


Figure B

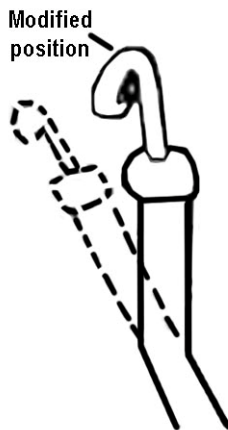


Figure D

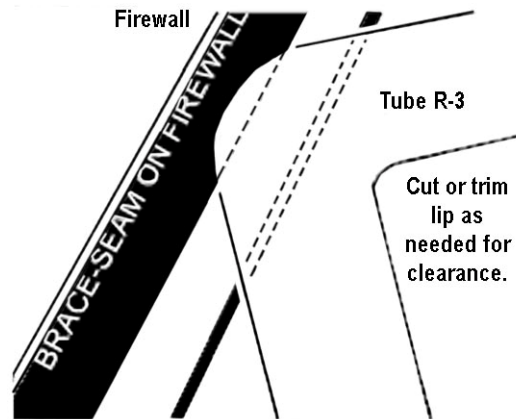


Figure E