



**49154FLT FLOWTECH I® STANDARD HEADERS
49154-1FLT FLOWTECH II® CERAMIC HEADERS**

1988-95 1500, 2500, & 3500 Chevrolet/GMC – Two Wheel Drive (5.0/5.7L)

NOTE: Must modify stock exhaust to retain catalytic converters.

NOTE: Not legal for pollution controlled vehicles - only legal for racing vehicles that will never be driven upon a highway. Applications with oxygen sensors, use 10105FLT for 2 ½" 3-bolt flange or 10110FLT for 3" 3-bolt flange.

NOTE: Will not fit angle plug heads.

NOTE: Header is equipped with an oxygen sensor fitting.

NOTE: Fits with OE factory equipped style automatic transmission only.

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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

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. Remove the starter, flywheel cover shield, spark plugs, shields, and oil dipstick tube.
3. Remove the stock exhaust manifolds and disconnect stock headpipe.
4. Unbolt the starter wire shield from the bellhousing, and slide it up out of the way.

CHECK CONDITION OF ENGINE MOUNTS :It is recommended that new engine mounts be installed before installing headers.

LEFT SIDE HEADER INSTALLATION:

1. Starting from above, work the header through the chassis into position.
2. Place the gasket into position and start all mounting bolts (most restricted first).
3. If this vehicle has 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 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 first).
3. Reinstall the starter and starter wire shield.
4. Reinstall the oil dipstick tube. Bend the tube, as needed, for clearance.
5. Tighten all header bolts progressively and evenly, until all 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 header. 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 might have removed or lost.**
2. Reinstall the oil dipstick tube, spark plugs, spark plug wires, temperature sending unit, air conditioning compressor, and alternator.
3. Reconnect the battery cable.