



**2014-15 Chevy/GMC Silverado/Yukon/Tahoe  
1-5/8" Shorty Header for 5.3/6.2L LS Engines (2 & 4WD)  
11547FLT (Natural), 11548FLT (Black Painted), 11549FLT (Polished), & 31547FLT (Ceramic Coated)**

**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. 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.

**Parts Included:**

- Passenger's Side & Driver's Side Header
- Header gaskets

**Recommended Tools:**

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

FLOWTECH® recommends using a cast iron exhaust manifold or old headers when breaking in new engines to avoid coating damage.

**BEFORE STARTING:**

Your vehicle should be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure.

**CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

We recommend welding all pipe slip joints, if no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

**CAUTION! To avoid damage to the air bag system, do not rotate a disconnected steering shaft more than 180°.**

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:**

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. Disconnect the spark plug wires by grasping and pulling on the spark plug boots to remove. (**NOTE:** Do not pull on wires to remove!) Be sure to label plug wires when removing so when re-installing the correct plug wires are reattached in original location.
3. From underneath the vehicle, unbolt the flange nuts where the manifold connects to the catalytic converter. At this point, you have a couple of options:
  - a. Support the factory Y-pipe
  - b. Remove the Y-pipe completely until the headers are installed (factory pipe can be bent and kinked easing making it difficult to reattach).
4. Disconnect the factory exhaust/catalytic converters from the factory manifolds. **NOTE:** Keep all gaskets and hardware as these will be reused when reinstalling the exhaust system to the new headers.
5. Spray WD-40® or equivalent rust penetrating lubricant on all accessible fasteners and fittings before removing them.
6. Remove the bolt that attached the oil dipstick tube to the engine and then remove.

7. Start on the left side of the vehicle (driver's side), remove the (3) bolts holding the heat shield to the stock exhaust manifold and remove the heat shield.
8. Remove the (x5) bolts that attach the exhaust manifold to the cylinder head, then remove the factory manifold and gasket.
9. At this point, clean and remove any residual gasket material and carbon deposits left behind with a small wire brush or similar instrument. Be sure to make sure no debris is left in the cylinder head ports.
10. Install the supplied left side (driver's side) header using the supplied gaskets, bolts, & washers. Apply a generous amount of anti-seize to the bolt threads and torque bolts to 18 ft/lbs.
11. Repeat the procedure for right side (passenger's side). Remembering to apply anti-seize to the bolt threads and torque bolts to 18 ft/lbs.
12. Reattach the factory Y-pipes to your new Flowtech shorty headers.
13. Reattached the oil dipstick tube to engine block.
14. Reinstall the spark plug wires.
15. Reconnect the factory exhaust/catalytic convertors to your new Flowtech shorty headers using the original gaskets and hardware as mentioned originally in Step #4.
16. **RE-CHECK ALL OF YOUR WORK.**
17. Remove the vehicle from the jack stands.
18. Reconnect battery cables making sure all connections are secured.
19. Start the engine and allow to come to normal operating temperature. Check for leaks. Shut engine off and allow to cool down.
20. Recheck all connections to ensure they are secure.
21. Give vehicle a test drive checking carefully for any new noises.
22. 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.