

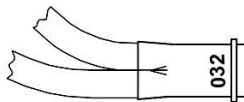


13504FLT—FLOWTECH I STANDARD HEADERS

33504FLT—FLOWTECH II CERAMIC HEADERS

1967-82 Dodge ½ & ¾ Ton Pickup & 1974-78 Trailduster 4WD (383-440)

Installation Instructions for Header Code Number: 032



Code Location

NOTE: Modification to stock exhaust required to retain stock catalytic converter.

NOTE: Will not fit with high torque starter.

NOTE: Will not fit trucks with power take off.

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.

NOTE: We recommend the use of a sealant on header bolts to prevent the leakage of coolant.

NOTE: Attach the dipstick tube to the L-1 header tube with a 1 3/4" hose clamp.

NOTE: On some models, it may be necessary to remove the heater switch located on top of the right side of the wheel well.

READ THESE INSTRUCTIONS CAREFULLY 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 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 a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the negative cable of the battery.
2. Remove the spark plugs and speed control unit from the left side inner fender well.
3. Remove the smog manifolds, if equipped with a smog air pump.
4. On AWD applications, the front drive shaft will need to be disconnected at the universal joint.
5. Remove the exhaust manifolds and exhaust pipes.
6. Remove the heat shield from the starter.
7. Drain the radiator into a clean bucket, so coolant can be reused and remove all the studs from the head. (On some models, this is not required.)
8. Remove the master cylinder from the power brake unit and push to one side.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

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

C. INSTALL THE LEFT SIDE HEADER FROM ABOVE:

1. Remove the motor mount bolt and jack the engine up approximately 2".
2. Hold the header and gasket in position and install the front and rear header bolts. **DO NOT** tighten at this time.
3. Install the balance of the header bolts. **DO NOT** tighten at this time.
4. Lower the engine and replace the motor mount bolt.
5. Tighten the header bolts progressively, until all are tight.

D. INSTALL THE RIGHT SIDE HEADER FROM ABOVE:

1. Remove the motor mount bolt and jack the engine up approximately 2".
2. Hold the header and gasket in position and install the front and rear header bolts. **DO NOT** tighten at this time.
3. Install the balance of the header bolts. **DO NOT** tighten at this time.
4. Lower the engine and replace the motor mount bolt.
5. Tighten the header bolts progressively, until all are tight.
6. Reinstall the speed control unit, master cylinder, and heater switch, if removed.
7. Replace spark plugs and coolant in the radiator.

D. AFTER HEADERS ARE IN PLACE:

1. Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the header. All engines are not mounted exactly the same at the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**

E. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducer adapters and gaskets to the collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
3. Start the engine and let it idle, until it reaches normal operating temperature. Tighten all header bolts again. Periodically check the tightness of all header bolts.