



FLOWTECH SUPER COMPETITION HEADERS

For 2000 – 2004 Toyota Tundra & 2001-2003 Toyota Sequoia

4.7L V-8 (2 & 4 WD)

P/N 91730FLT (Painted) & 91730-1FLT (Ceramic Coated)

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled FLOWTECH to offer the most advanced design in headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH exhaust system. This part is 49 state emissions legal.

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 old headers to break in new engines to avoid coating damage.

BEFORE STARTING:

Your vehicle must 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 prior to installing headers, take the time to make a careful and complete header fitting into your vehicle properly.

1. Place the vehicle in an adequately lit location where the floor is solid and flat. DO NOT work on a hot engine. Heat causes metal to expand and makes the removal of fasteners more difficult. 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. Spray WD-40 or equivalent on all accessible fasteners and fittings before removing them.
3. Disconnect the exhaust system from the exhaust manifold (3 bolts at the collector) from underneath the vehicle. Temporarily remove the driver's side catalytic converter from the exhaust assembly.

PASSENGER'S SIDE:

1. Remove the 4 bolts attaching the heatshields to the manifold.
2. Unplug the O2 sensor from the harness.
3. Remove the manifold-to-cylinder head nuts. Move the manifold aside and remove the mounting studs from the cylinder head.
4. Clean any dirt or debris from the head surface. DO NOT gouge the aluminum head.
5. Place the O2 sensor from the factory manifold to the passenger's side header. Use a small amount of anti-seize on the threads of the sensor before installing it in the new header. Be careful not to damage the O2 sensor, as they are very fragile.
6. Apply a small amount of anti-seize on the new fasteners. Use the supplied fasteners and gaskets to install your new FLOWTECH header. Torque to 23 ft./lbs.

DRIVER'S SIDE:

1. Remove the 4 bolts attaching the heatshields to the manifold.
2. Unplug the O2 sensor from the harness and remove the dipstick tube.

3. Remove the manifold-to-cylinder head nuts. Move the manifold aside and remove the mounting studs from the cylinder head.
4. Clean any dirt or debris from the head surface. DO NOT gouge the aluminum head.
5. Place the O2 sensor from the factory manifold to the passenger's side header. Use a small amount of anti-seize on the threads of the sensor before installing it in the new header. Be careful not to damage the O2 sensor, as they are very fragile.
6. Apply a small amount of anti-seize on the new fasteners. Use the supplied fasteners and gaskets to install your new FLOWTECH header. Torque to 23 ft./lbs. Reinstall the dipstick tube.
7. Install the catalytic converter on the driver's side.
8. Using the supplied hardware and gaskets, connect the exhaust system to the new headers. Reconnect the O2 sensors.
9. Make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, coolant lines, etc.
10. Reconnect the battery cables, rechecking everything in the process.
11. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all connections are tight.
12. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.