



THE PERFORMANCE EXHAUST COMPANY™

13500 FLOWTECH I - STANDARD FINISH HEADERS

33500 FLOWTECH II - CERAMIC FINISH HEADERS

1972-1993 DODGE PICKUP 1/2, 3/4 TON, 2, or 4 WHEEL DRIVE

1974-1993 RAMCHARGER/TRAILDUSTER

WITH 318-360 V-8 ENGINE

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 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!

INSTALLATION NOTES:

- A. If it is required that you retain the heat stove to the air cleaner (TAC), modify the stock heat stove. See illustration "A".
- B. 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. To do so, 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. See illustration "B".
- C. Retain the outer (front and rear) manifold nuts and washers.

1. PREPARE THE CAR FOR INSTALLATION:

- A. Disconnect the battery to prevent accidental damage to electrical system.
- B. Unbolt headpipes from the stock exhaust manifolds and move aside. Remove the stock manifolds.
- C. Remove the clutch idler assembly, if so equipped.
- D. Remove the starter.
- E. Move auto transmission lines aside for clearance, while installing the left side header.

2. CHECK THE CONDITION OF THE ENGINE MOUNTS

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

3. LEFT SIDE HEADER INSTALLATION:

- A. Place the gasket into place over the mounting studs in the head.
- B. Starting from below, work the header into position over the exhaust ports. Install the stock nuts. Do not tighten.
- D. Reinstall the starter and reconnect the starter wires.
- E. Install the balance of the bolts. Tighten all header bolts and nuts progressively and evenly until they are tight.

4. RIGHT SIDE HEADER INSTALLATION:

- A. Remove the oil filter. Bend the automatic transmission dipstick tube for clearance as shown in illustration "C".
- B. Place the gasket into place over the mounting studs in the head.
- C. Starting from below, place the header into position over the exhaust ports. Install the stock nuts and bolts provided. Tighten all the header bolts and nuts progressively and evenly until they are tight.

INSTALLATION NOTES:

- A. On four wheel drive vehicles, work the header up in between the front drive shaft and the frame.
- B. 1977 four-wheel drive equipped models may require removing the front shaft from pinion yoke and moving it to the side while installing header.
- C. 1977 models may require that the lip seam on the firewall be trimmed or bent away to provide adequate clearance for tube #R-3. See illustration "D".

5. AFTER HEADERS ARE IN PLACE:

- A. 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. Before installing your exhaust system, replace any fluids that may have removed or lost.
- B. Reinstall the spark plugs and connect the battery cable.
- C. Reinstall the front drive shaft, if necessary.

6. CONNECT THE EXHAUST SYSTEM:

- A. Bolt the reducer adapters and gaskets to the header collectors.
- B. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.

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 for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the burning out of the header gaskets.

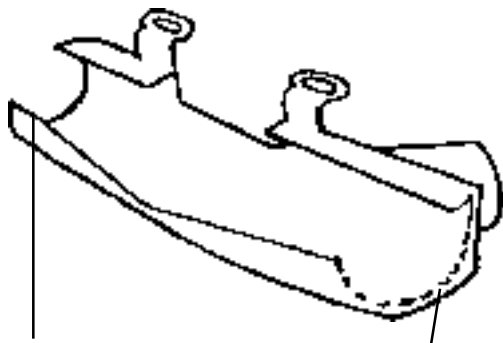
How did we do? Your questions and comments are always welcomed at FLOWTECH®. Our technical services department is open Monday through Friday, during the hours of 8:30 AM until 4:30 PM central time. We can be reached at:

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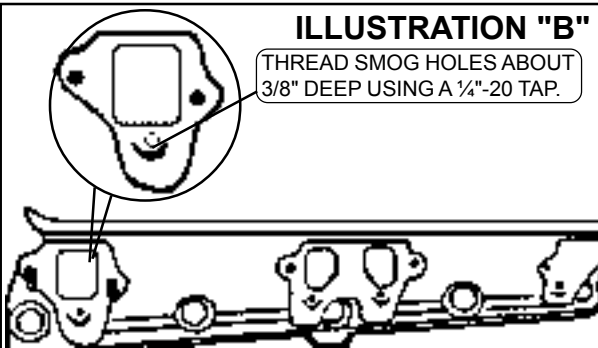
ILLUSTRATION "A"



TRIM FOR HEADER TUBE CLEARANCE

ILLUSTRATION "B"

THREAD SMOG HOLES ABOUT 3/8" DEEP USING A 1/4"-20 TAP.



PLUG SMOG HOLES ABOUT WITH 1/4"-20 x 1/4" LONG SCREWS.

ILLUSTRATION "C"

MODIFIED POSITION

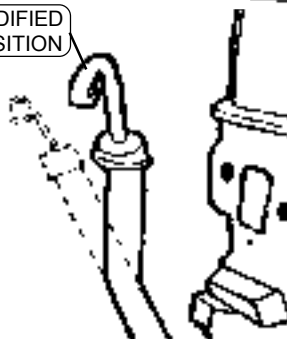
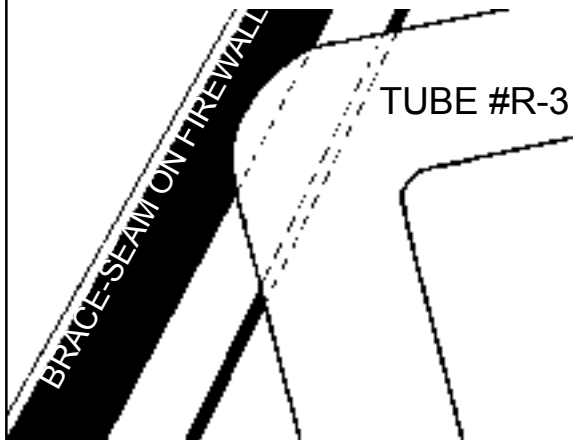


ILLUSTRATION "D"

FIREWALL



CUT OR TRIM LIP AS NEEDED FOR CLEARANCE

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® by Holley makes no warranties of merchantability, of fitness for particular purpose, Or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the FLOWTECH® 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 nonconforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In the connection 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 prohibit the advertising. Offering for sale, or installation of any device which modifies a vehicle's emissions control system unless exempt and unless otherwise noted, FLOWTECH® headers have not received an exemption from these code sections and are not legal for sale or use in California on vehicles originally equipped with catalytic converters. It is illegal, except for racing vehicles, which may never be driven upon a highway, to remove or otherwise render inoperative any emission control device on regulated motor vehicles (Check catalog listings to insure proper application). In the other 49 states, unless otherwise noted, FLOWTECH® headers are not legal for pollution controlled motor vehicles, except for racing vehicles which may never be used upon a highway and are not intended or applicable for highway use.

FLOW TECH

by Holley