



11530 FLOWTECH® I STANDARD FINISH
31530 FLOWTECH® II CERAMIC FINISH

CHEVY/GMC PICKUP 1/2,3/4, 1TON	68-87	2 WD	396-454
CHEVY/GMC PICKUP 1/2,3/4 TON	68-81	4 WD	396-454
CHEVY/GMC PICKUP 1-TON CREW CAB	68-91	2 WD	396-454
CHEVY BLAZER/GMC JIMMY	68-87	2 WD	396-454
CHEVY BLAZER/GMC JIMMY	68-81	4 WD	396-454
CHEVY/GMC SUBURBAN	68-91	2 WD	396-454
CHEVY/GMC SUBURBAN	68-81	4 WD	396-454

MUST USE ORIGINAL FACTORY TYPE BIG BLOCK HARDWARE AND MOUNTS
MUST 1975 OR LATER CLUTCH LINKAGE THAT LOCATES AT THE REAR OF 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 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!

CHECK THE CONDITION OF THE MOTOR MOUNTS. WE RECOMMEND THAT NEW MOTOR MOUNTS BE INSTALLED BEFORE INSTALLING HEADERS.

LEFT SIDE:

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock exhaust manifold.
3. Remove the spark plugs and the clutch linkage (if so equipped).

INSTALLATION NOTES:

- A) The clutch linkage need not be removed on late model trucks with linkage mounted to the bell housing.
 - B) Motorhomes equipped with automatic transmissions must remove the shift rod from the transmission.
4. Starting from below, work the header up through the chassis into position.

5. Cut 5/16" off of one end of the stock spark plug heat shields as per illustration "A".
6. Position the spark plug heat shields and the header gasket. Start all bolts.
7. Tighten all bolts (most restricted first).
8. Replace spark plugs, clutch linkage, and shift linkage (if removed).

INSTALLATION NOTES:

- A) On all 73-75 models equipped with the air conditioning compressor mounted on the left driver's side of the engine, it will be necessary to modify the mounting bracket as per illustration "B".
- B) On 1968 power steering equipped vehicles, it will be necessary to fabricate and install a spacer as per illustration "C".
- C) If the vehicle is equipped with a smog pump and you wish to retain air injection use, FLOWTECH® air pump manifold weld-in kit #10130.

RIGHT SIDE

1. Remove the stock exhaust manifold, spark plugs and dipstick tube.
2. Starting from below, work the header through the chassis into position.
3. Cut 5/16" off of one end of the stock spark plug heat shields as per illustration "A".
4. Position the spark plug heat shields and header gasket. Start all bolts (most restricted first).
5. Tighten all bolts (most restricted first).
6. Replace the spark plugs and dipstick tube.

INSTALLATION NOTES:

- A) On all 69-72 vehicles with factory air conditioning mounted on the right (passenger) side of engine, it will be necessary to modify the mounting bracket as per illustration "D".
 - B) On all 68-72 vehicles equipped with factory air conditioning, it will be necessary to fabricate and install a spacer under the A/C mounting bracket as per illustration "E"
 - C) If the vehicle is equipped with a smog pump and you wish to retain air injection use FLOWTECH® air pump manifold weld-in kit #10130.
7. If you wish to retain the hot air package to the carburetor, FLOWTECH® offers a heat tube kit from the header to the air cleaner. purchase FLOWTECH® P/N 10100.
 8. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.
 9. Connect the battery. Start the engine and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance.

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 WELCOME 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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P/N 11530 - REVISED 01/10/01

ILLUSTRATION - "A"

TRIM 5/16" FROM STARK PLUGS HEADS



ILLUSTRATION - "B"

AIR CONDITIONING BRACKET
1979 & 1974 MODEL ONLY

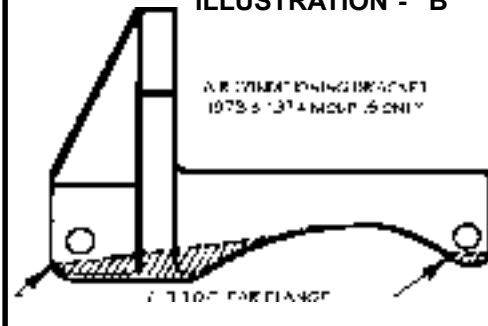


ILLUSTRATION - "C"

TYPICAL CONDENSER NO. 157A, 4124



SEAL BRACKET
HOLDING

CONDENSER
MOUNTING

30

ILLUSTRATION - "D"

CUT TO CLEAR
HEADER FLANGE

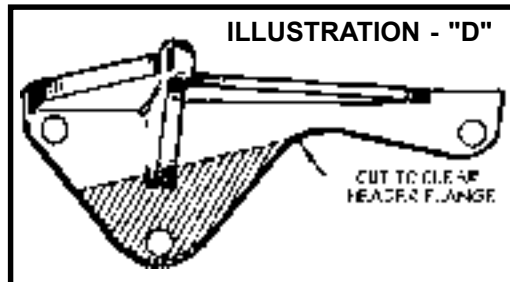
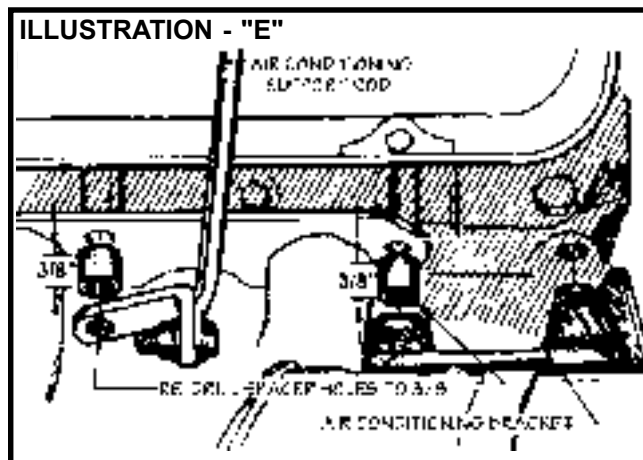


ILLUSTRATION - "E"

AIR CONDITIONING
SUPPORT ROD



RE. DRILL SPACING HOLES TO 3/8"

AIR CONDITIONING BRACKET

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FLOWTECH

by Holley

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