

PATENTED



AFTERBURNER
TURBO CHAMBER HEADERS™

49150 AFTERBURNER™ HEADERS

1973-1987 CHEVY/GMC PICKUP 1/2, 3/4, 1 TON 2 WD	283-400 V-8 ENGINE
1973-1987 CHEVY BLAZER/GMC JIMMY 2WD - (FULL SIZE)	283-400 V-8 ENGINE
1973-1991 CHEVY/GMC SUBURBAN 2WD	283-400 V-8 ENGINE
1988-1991 CHEVY/GMC PICKUP 1 TON CREW CAB ONLY 2WD	283-400 V-8 ENGINE

WILL NOT FIT WITH STANDARD TRANSMISSION

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 AFTERBURNER 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, for 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 the maximum performance and life from your AFTERBURNER 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!**

1. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system. Remove the starter.
2. Remove the alternator, oil dipstick tube, and spark plugs. On air conditioning equipped vehicles, unbolt the compressor and lay it aside. On late model vehicles, it may be necessary to unbolt the power steering bracket.
3. Remove the stock exhaust manifolds and stock headpipe.
4. Disconnect the water temperature sending unit.

INSTALLATION NOTE: If vehicle is equipped with a smog pump and you wish to retain the A.I.R. injection, use FLOWTECH air pump manifold weld-in kit #10125.

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. Starting from below, work the header up through the chassis into position.
- B. Place the gasket into position and start all mounting bolts, most restricted ones first.

- C. Replace the spark plugs, alternator, oil filter, and dipstick tube.

INSTALLATION NOTES:

- 1) Early model engines will require converting canister oil filter to screw-in oil filter.
- 2) To install the alternator, it may be necessary to use FLOWTECH adapter brackets #10031 and/or #10033. See illustration "D".
- 3) Air conditioned vehicles may require purchase of FLOWTECH adapter bracket #10042

4. RIGHT SIDE HEADER INSTALLATION:

- A. Starting from below, work the header up through the chassis into position. Some years may require raising the engine slightly. Be sure to place a board between the jack and the oil pan.

- B. Place the gasket into position and start all mounting bolts, most restricted ones first.

INSTALLATION NOTES:

- 1) Late model vehicles with the smog pump connected to the stock exhaust manifold will need to weld a piece of 3/4" OD tubing to the reducer or collector. Drill a hole on the collector or reducer, then weld tubing in place according to illustration "F". Cut tubing coming out of the air pump, so that a length of 3/4" neoprene hose can be slipped onto it. Connect to the reducer or collector.
 - 2) If the A/C bracket is mounted on a cast iron bracket supported by two exhaust manifold bolts, cut or grind the bracket to clear the #1 header tube. (See illustration "G"). It will be necessary to purchase some spacer material at a hardware store, 7/16" ID x 3/4" OD. Cut the spacers to length, one 1 1/4" long and one 2" long.
 - 3) Replace the starter and connect wires. Reroute as necessary, for maximum header clearance.
- C. Install the balance of the bolts. Tighten all header bolts progressively and evenly until they are tight.

5. AFTER HEADERS ARE IN PLACE:

1. 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 you may have removed or lost.
2. Reinstall oil dipstick tube, spark plugs and wires, temperature sending unit, air conditioning compressor and alternator.
3. Reconnect battery cable.

6. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducers and gaskets to the header collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.

When you have finished installing your 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.

ILLUSTRATION "B"

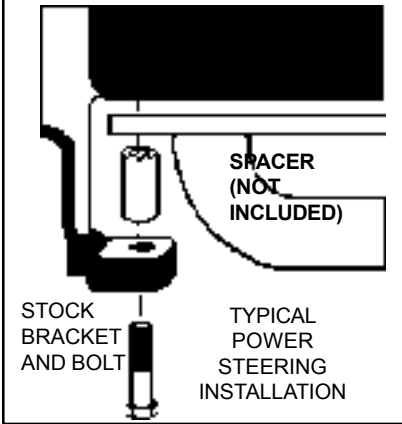


ILLUSTRATION "D"

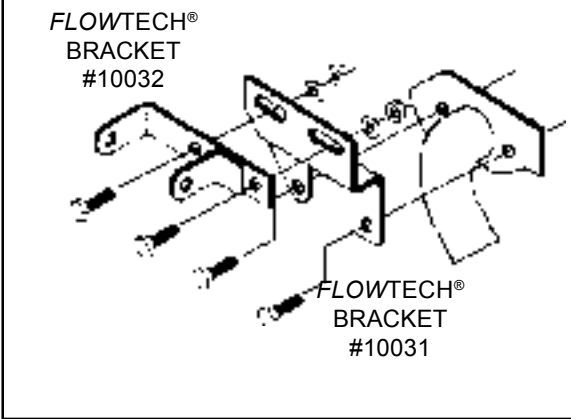


ILLUSTRATION "E"

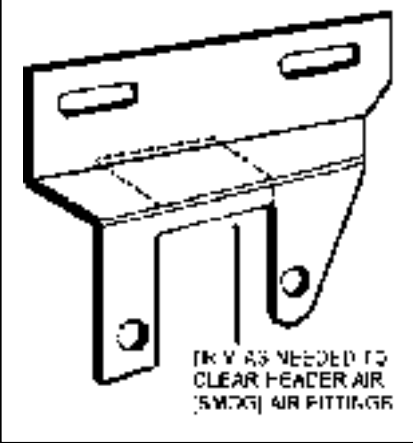


ILLUSTRATION "F"

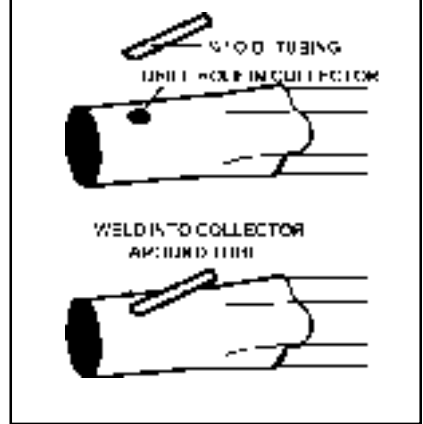
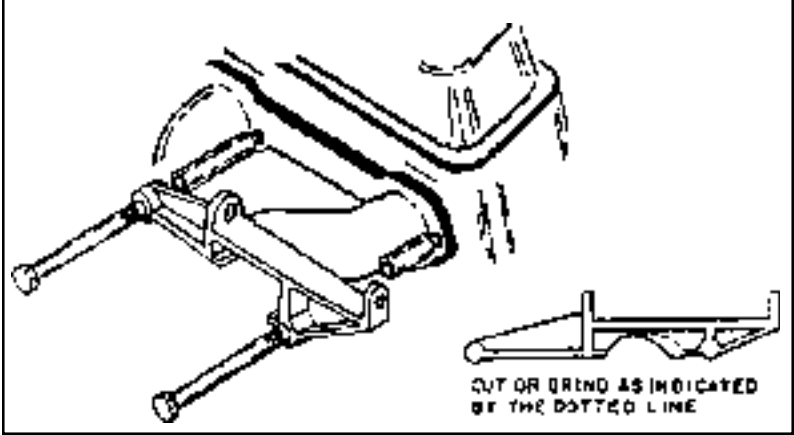


ILLUSTRATION "G"



FLOWTECH
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FLOWTECH 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 accompanying 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, 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 prohibit the advertising, offering for sale, or installation of any device that modifies a vehicle's emissions control system unless exempted. 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 that 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 that may never be used upon a highway and are not intended or applicable for highway use.