



P/N 11534FLT (painted) & **31534FLT** (ceramic coated)
 2007-2013 Chevy/GMC SILVERADO/YUKON/TAHOE 1500
 1-7/8" Long Tube Header + Off-Road Y-Pipe for 4.8/5.3/6.0L LS Engines (2 & 4WD)

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 exhaust systems. 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.

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 an old header to break in new engines to avoid coating damage.

Parts Included:

Headers (11534FLT – Black painted or 31534FLT – Ceramic Coated)	Header gaskets
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Recommended Tools:

Flat Head Screwdriver	1/2 " & 9/16" Wrench	15mm & 18mm Wrench
12mm, 15mm, & 18mm Socket	3/8" or 1/2" Ratchet	3/8" or 1/2" Swivel Socket Adapter
Oxygen Sensor Wrench	Floor Jack	Jack Stands

BEFORE STARTING:

Your vehicle should 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.

We recommend welding all pipe slip joints. If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

CAUTION! To avoid damage to the air bag system, do not rotate the steering shaft during header installation.

HEADER INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:

1. 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 rust penetrating lubricant on all accessible fasteners and fittings before removing them.
3. Supporting the transmission and transfer case, remove the cross-member from underneath the vehicle.
4. Disconnect all four O2 sensors. Be sure to label the (pre-cat) O2 sensors as these will be reinstalled on the headers later in the installation process.
5. Unbolt and remove the factory Y-Pipe. Loosely reinstall two bolts as this will need to be removed again to install the Y-Pipe.
6. Remove the dipstick tube from the right side of the engine.
7. Remove the exhaust manifolds. Clean all contact surfaces on the cylinder heads.
8. **For 4WD Vehicles:**
 - A. Remove lower bolt and nut from the lower portion of the steering shaft. Slide the steering shaft upward to disengage from the steering rack. The shaft can now be pushed outward to install the driver's side header from the top side of the engine.
 - B. **CAUTION: DO NOT** allow the steering wheel to turn while the shaft is disconnected.
9. Apply a high temp, O2 sensor safe gasket sealer on the header gasket and bolt up to the header.
10. Torque the header bolts in stages starting in the center and moving outward. Final torque on header bolts should be 18 ft. lbs.
11. Slide the steering shaft back down and re-install into the steering rack. Install the bolt and torque to 25 ft. lbs.
12. The passenger's side header can be installed from below. Installation, otherwise is the same as the driver's side.
13. **For 2WD Vehicles:**
 - A. Both sides of the headers can be installed from below. On 2WD vehicles, it is not necessary to disconnect the steering shaft.
14. Re-install the dipstick tube and dipstick. Re-install the spark plugs and spark plug wires.
15. **RE-CHECK ALL OF YOUR WORK.**
16. Check the transmission cooler lines for proximity to header tubes. If they are less than 1" from the header tube, gently bend them toward the engine block.
17. Reinstall the (2) labeled (pre-cat) O2 sensors as mentioned in step #4 and install in to the new headers.
18. Check all fasteners and connections to make sure they are secure.

19. Remove the vehicle from the jack stands.
20. Reconnect the battery cables, making sure all connections are secured.
21. Start the engine and allow it to come to normal operating temperature. Check for leaks. Shut the engine off and allow it to cool down.
22. Recheck all connections to ensure they are secure.
23. Give vehicle a test drive checking carefully for any new noises. After several days of driving, check connections and re-tighten all bolts

The installation of your Flowtech long tube headers is now complete. Please refer to the section below for additional installation instructions with regard to the Off-Road Y-Pipe.

OFF-ROAD Y-PIPE INSTALLTION PROCEDURE:

BEFORE STARTING:

Your vehicle should 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.

Parts Included:

Y-Pipe Extension Pipes (driver's and passenger's sides)	Slide Adapter Pipes
Y-Pipe Outlet Pipe	Attaching Hardware

Recommended Tools:

Flad Head Screwdriver	1/2 " & 9/16" Wrench	15mm & 18mm Wrench
12mm, 15mm, & 18mm Socket	3/8" or 1/2" Ratchet	3/8" or 1/2" Swivel Socket Adapter
Oxygen Sensor Wrench	Floor Jack	Jack Stands

This Off-Road Y-Pipe is designed and intended to be used with Flowtech Long Tube Header Part # 11534FLT or 31534FLT and then to be connected to original mufflers and tailpipes. This Y-Pipe may not work with other headers.

1. 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 rust penetrating lubricant on all accessible fasteners and fittings before removing them.
3. Disconnect forward rubber exhaust hanger. Lower the front of the exhaust approximately 6 inches.
4. Measure approximately 2" forward from both header collector outlet ends and mark with tape. This will help indicate how far the Off-Road Y-Pipe inlet should be pushed onto the collector outlets for sufficient engagement.
5. Slide driver's side extension partway onto the collector on the driver's side outlet.
6. Repeat process by sliding passenger's side extension partway onto the collector on the passenger's side outlet.
7. Push the Y-Pipe assembly onto the header outlets as close to the tape marks as possible.
8. Install the supplied U-clamps at the header outlets and at the Y-Pipe joint. Hand tighten bolts at this point.
9. Slide adapter pipes onto the end of the Y-Pipe outlet. Clean and lube the contact surface of the original exhaust flange. Slide the muffler back up and onto the adapter flange. Install the original flange stud nuts or U-clamp. Hand tighten bolts at this point.
10. Properly align all the components to ensure solid connections. When satisfied with alignment, proceed with the tightening of all clamps and/or flange nuts.
11. Check all fasteners and connections to make sure they are secure.
12. Remove the vehicle from the jack stands.
13. Reconnect the battery cables, making sure all connections are secured.
14. Start the engine and allow it to come to normal operating temperature. Check for leaks. Shut the engine off and allow it to cool down.
15. Recheck all connections to ensure they are secure.
16. Give vehicle a test drive checking carefully for any new noises. After several days of driving, check connections and re-tighten all bolts

Any questions?

Please contact Technical Service: **1-866-464-6553** or **270-781-9741**. For online help, please refer to the website: **www.holley.com**.

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.

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

In this 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.

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Date: 10-27-15