



**P/N 11143FLT (painted) & 31143FLT (ceramic coated)
2002-2013 Chevy/GMC SILVERADO/YUKON/TAHOE
1-7/8" Shorty Header 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 (11143FLT – Black Painted or 31143FLT – Ceramic Coated)
- Header gaskets

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	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 a disconnected steering shaft more than 180°.

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. Unbolt the flange nuts where the manifold connects to the exhaust system.

4. Disconnect the spark plug wires and remove the spark plugs to avoid any damage.
5. Remove the through-bolt from the steering shaft. Slip the shaft apart.
6. Disconnect the EGR tube from the right side exhaust manifold.
7. Remove the dipstick tube from the right side of the engine.
8. Unbolt the left and right side exhaust manifolds and remove from the vehicle.
9. Install the left and right header from above, using supplied the gaskets and hardware.
10. Reinstall the EGR tube and tighten all the bolts evenly to the manufacturer's torque specs.
11. Reinstall the dipstick tube and reconnect the steering shaft.
12. **RECHECK ALL OF YOUR WORK.**
13. Remove the vehicle from the jack stands.
14. Reconnect the battery cables, making sure all connections are secured.
15. Start the engine and allow to come to normal operating temperature. Check for leaks. Shut engine off and allow to cool down.
16. Recheck all connections to ensure they are secure.
17. Give the vehicle a test drive checking carefully for any new noises.
18. 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.

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

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: 7-21-15