



FLOWTECH HEADERS
For 2004-2005 Dodge Ram
5.7L Hemi 1500 (2 & 4 WD)
P/N 91946FLT (Painted) & 91946-1FLT (Ceramic Coated)

Note: This header system requires cutting and welding of the stock exhaust system
Read all instructions carefully before attempting the installation.

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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. This part is 49 state emissions legal.

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 old headers to break in new engines to avoid coating damage. Please call tech service at 1-270-781-9741 or 1-866-GOHOLLEY for additional information regarding ceramic-coated exhaust products.

BEFORE STARTING:

Your vehicle must 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 prior to installing headers, take the time to make a careful and complete header fitting into your vehicle properly.

1. Place the vehicle in an adequately lit location where the floor is solid and flat. DO NOT work on a hot engine. Heat causes metal to expand and makes the removal of fasteners more difficult. 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 on all accessible fasteners and fittings before removing them.
3. Cut the stock Y-pipe on both the right and left side (directly in front of the weld on the catalytic converters). A Saw-zall works best for this step.
4. Disconnect the Y-pipe from the exhaust manifold from underneath the vehicle.
5. Remove the heatshield nuts and bolts, attaching it to the factory manifolds. Remove the manifolds.
6. Remove all dirt and debris from the head surface, using a gasket scraper. Apply a high temperature sealer to the exhaust pipe flare, to avoid problems due to the lack of space later in the installation.
7. Install the new headers, using the supplied gaskets and fasteners. Use a small amount of anti-seize on the new header bolts before installing. Torque to 23 ft./lbs.
8. Using the supplied head pipes, reconnect the exhaust system by welding them where the cuts were made. Torque to 35 ft./lbs.
9. On 2003 and newer Dodge Rams, you will need to move the heater hoses on the passenger's side of the engine compartment. There are two clamps retaining the heater lines. Disconnect the fasteners and rotate the lines outward, so they are farther away from the new header. The lines should rest against the firewall, using the supplied cable ties.
10. Make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, coolant lines, etc.
11. Reconnect the battery cables, rechecking everything in the process.
12. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all connections are tight.

13. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 1-270-781-9741. 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.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission 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, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure 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.

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