



**11102FLT (Black) & 31102FLT (Ceramic) Mid-Length Headers**  
**1982-91 Camaro, 1982-90 Firebird, 1978-87 Chevelle, 1978-87 Regal & 1978-87 Cutlass**  
**(283-400) (P/N 11102YFLT Y-Pipe available)**

**16102FLT (Black) & 16102-1FLT (Ceramic) Mid-Length Headers (w/ Y-pipes)**  
**1986-92 Camaro/Firebird with single cat (305-350)**

**NOTE:** Also available with A.I.R. injection manifold welded in place – P/N 11102SFLT – not available on ceramic coated headers.

**NOTE:** For models with A.I.R. tube running along frame, it will be necessary to relocate to clear the header.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. 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 normal. 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.

**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.

#### **BEFORE STARTING**

For the 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 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 only supported by a bumper jack.

#### **INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Remove the spark plugs and spark plug shields.
3. If the vehicle is equipped with air conditioning, remove the compressor from the mounting bracket, but do not disconnect from the refrigerant lines. Lay it aside.
4. If equipped with power steering, loosen the tension adjustment nut.
5. Remove the dipstick and dipstick tube, if necessary.
6. Unbolt the headpipe from the stock exhaust manifold and move it aside. Remove the stock exhaust manifold.
7. If your vehicle is equipped with an oxygen sensor unit, remove the unit and install it in the welded adapter on the header.
8. Remove the starter
9. Remove the bolt from the steering shaft and slide the coupling down (approx. 1" if needed).

**NOTE:** It is recommended that new engine mounts be installed before installing headers.

#### **LEFT SIDE HEADER INSTALLATION:**

1. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
2. Install the balance of the bolts. Do not tighten.
3. If the vehicle is equipped with power steering and/or air conditioning, trim the stock air conditioning and power steering brackets to clear the headers (**Figure A**). Use the two stock manifold bolts and two spacers (not provided). Grind the spacers flat on the tube side for clearance.
4. Tighten all the header bolts progressively and evenly, until they are tight.

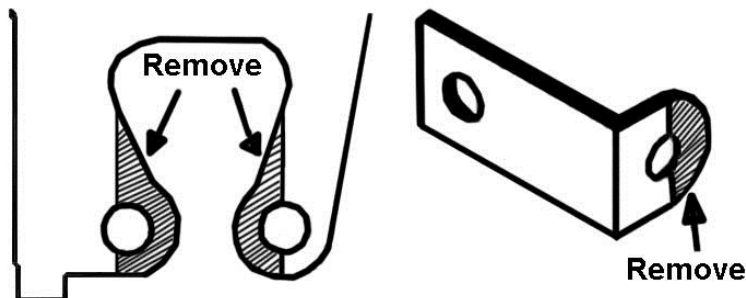


Figure A

### **RIGHT SIDE HEADER INSTALLATION:**

1. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
2. Install the balance of the bolts. Do not tighten.
3. Reinstall the starter and connect the wires.
4. Tighten all header bolts progressively and evenly, until they are tight.
5. 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. **Replace any fluids that you may have removed or lost.**
6. Bolt the reducer adapters and gaskets to the collectors. Connect to the exhaust system by clamping or welding the exhaust pipes to the reducer adapters. Replace the temperature sending unit wire.
7. Reinstall the oil dipstick tube and spark plugs.
8. Replace the steering shaft coupling and tighten the bolt.
9. 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 a few days, retighten the header bolts.