



**11106FLT FLOWTECH I STANDARD FINISH HEADERS
31106FLT FLOWTECH II CERAMIC FINISH HEADERS
CHEVROLET CORVETTE 1963-1982 265-400 CID**

WILL NOT FIT WITH EARLY POWERGLIDE TRANSMISSION WITH CAST IRON CASE.

We realize that you had many choices when you chose your headers, 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 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 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. 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.

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 only a bumper jack!

1. PREPARE THE VEHICLE FOR INSTALLATION:

- A. Disconnect the negative terminal at the battery to prevent accidental damage to the electrical system. Disconnect the battery cable at the starter.
- B. Remove the air cleaner and the hot air tube.
- C. Disconnect the automatic choke exchange tube.
- D. Remove the spark plugs on both sides of the engine.
- E. Unbolt the headpipe from the stock exhaust manifolds and move aside. Remove the stock exhaust manifolds.
- F. Remove the old port gaskets, if equipped. Clean the exhaust port surfaces of any debris.

2. CHECK THE CONDITION OF THE MOTOR MOUNTS

INSTALLATION NOTE: It is recommended that new motor mounts be installed before installing the headers.

3. INSTALL RIGHT SIDE HEADER FROM BELOW:

- A. Work the header up through chassis into position
- B. Place the gasket into position and check the port alignment.
- C. Install the front and rear header bolts (supplied). Do not tighten.
- D. Install the balance of the header bolts (supplied). Do not tighten.
- E. Tighten all header bolts progressively and evenly until they are tight.
- F. If the generator/alternator was mounted to the exhaust manifold, use **FLOWTECH™** bracket P/N 10031FLT, see illustration "A".
- G. Air-conditioning equipped vehicles with the head-mounted compressors must modify the bracket, see illustration "B".

INSTALLATION NOTES:

- 1. If the stock bracket is different than the unit shown in illustration "B," use **FLOWTECH™** bracket P/N 10042FLT.
- 2. 1977 vehicles use a yet another style of bracket, see Illustration "C". To mount the compressor, use the stock stud with a 1-¼" long tube spacer and install as illustrated.

4. INSTALL LEFT SIDE HEADER FROM BELOW:

INSTALLATION NOTE : 1977 power steering equipped vehicles will require the steering arm to be unbolted and moved to the side during installation. Bolt arm back into position after the header is in position.

- A. Place the gasket into position and check the port alignment.
- B. Install the front and rear header bolts (supplied). Do not tighten.
- C. Install the balance of the header bolts (supplied). Do not tighten.
- D. Tighten all header bolts progressively and evenly until they are tight.
- E. If engine is equipped with a radiator reservoir mounted to the stock exhaust manifold use generator bracket to install. See illustration "D".

5. AFTER HEADERS ARE IN PLACE:

- A. 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.
- B. All engines may not be mounted exactly the same from the factory. It may be necessary to loosen the motor mounts and position the engine slightly to one side or the other to obtain maximum clearance. **At this time repeat step two, inspect motor mounts.**
- C. Reconnect battery cable at the starter.
- D. Bolt the reducer adapters (using the gasket, nuts and bolts supplied) to the collectors.
- E. Connect the exhaust system by either clamping or welding the exhaust pipes to the reducer adapters.

INSTALLATION NOTES:

1. If the vehicle was equipped with a smog pump connected to the stock exhaust system, it will be necessary to modify the header collector. See illustration "E". Drill a 5/8" hole into the collector, and weld a piece of 5/8" tubing into position. Cut the original tube coming from the air pump at a straight section. Connect tubing to the collector with a piece of 5/8" neoprene hose. Secure with hose clamps.
2. If the vehicle is equipped with an aluminum case powerglide transmission, it will be necessary to reroute the driver's side exhaust as it exits the reducer. Shift linkage clearance as needed when the transmission is in the parked position, see illustration "F".
3. Reconnect the negative battery cable at the battery.

After 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 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.

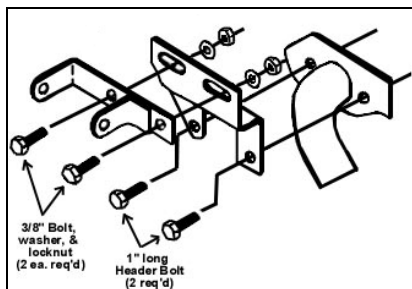


Figure A

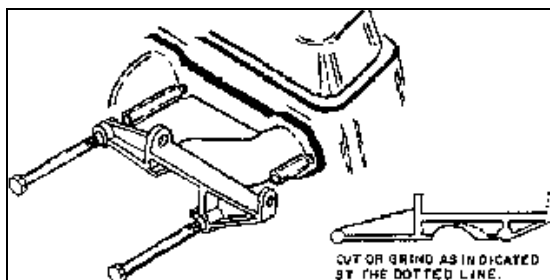


Figure B

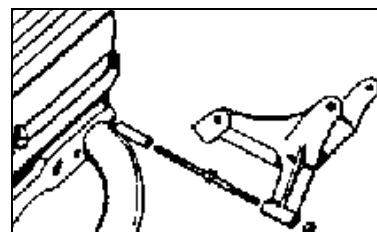


Figure C

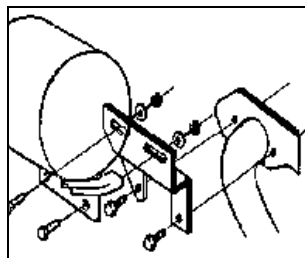


Figure D

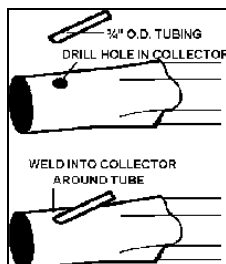


Figure E

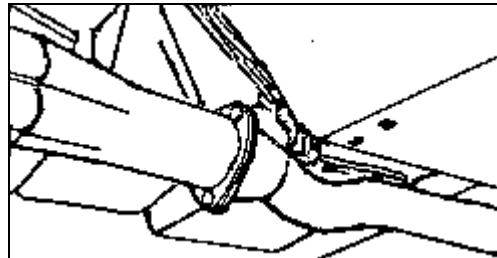


Figure F