



11108FLT (Black) & 31108FLT (Ceramic) Full Length Headers **1967-81 Camaro, 1968-87 Chevelle, 1968-79 Chevy II/Nova, 1970-87 Monte Carlo, 1971-91** **Passenger, & 1978-87 Cutlass (283-400)**

NOTE: Must modify stock exhaust to retain catalytic converters.

NOTE: Will not fit 1967-69 Camaro w/ air conditioning.

NOTE: Will fit angle plug heads (factory Chevy aluminum only).

NOTE: Must modify rotary air conditioning bracket (on all but Chevy II/Nova).

NOTE: Shorty style header will also work on catalytic equipped vehicles. Headpipe fabrication required.

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 stock exhaust manifolds and stock headpipe.
3. Disconnect the water temperature sending unit.
4. Remove the oil dipstick tube and spark plugs.

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

LEFT SIDE HEADER INSTALLATION:

1. Starting from below, place the header into position over the exhaust ports. Do not start the bolts.
2. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
3. Install the balance of the bolts. Tighten all the header bolts progressively and evenly, until they are tight.
4. Check and reroute all hoses, wires, and brake lines. Make sure there is proper clearance.

RIGHT SIDE HEADER INSTALLATION:

1. Starting from above, (start from below if A/C equipped on right side of engine) work the header into position over the exhaust ports.
2. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
3. Install the balance of the bolts. Tighten all header bolts progressively and evenly, until they are tight.
4. 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.**
5. Reinstall the oil dipstick tube, spark plugs, and wires.
6. Reconnect the temperature sending unit and battery cable.
7. To connect the exhaust system, bolt the reducers and gaskets to the header collectors. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
8. 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.

Typical Power Steering

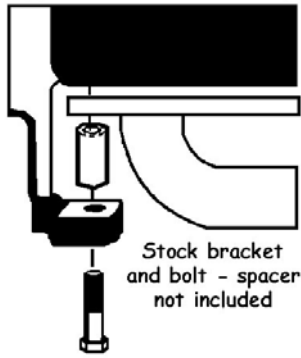


Figure A

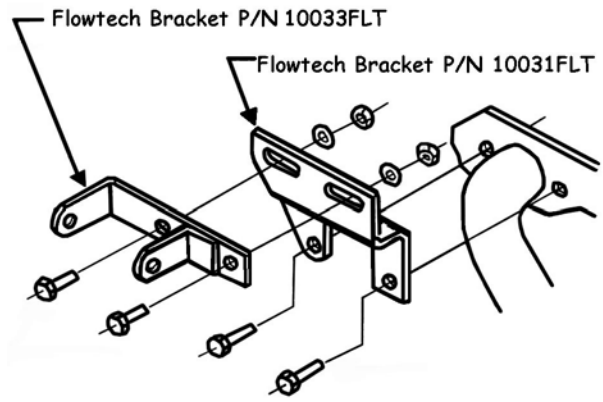


Figure B



Figure C

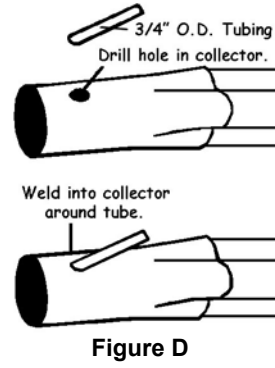


Figure D