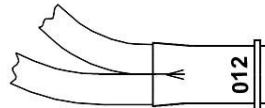




11114FLT—FLOWTECH I STANDARD HEADERS 31114FLT—FLOWTECH II CERAMIC HEADERS

Installation Instructions for Header Code Number: 012

1982-89 Camaro / Z-28 (305) [notes 2, 3, 4, 5]
1978-87 Chevelle / El Camino (305) [notes 1, 2, 3, 4, 5]
1982-89 Firebird / Trans Am (305ch) [notes 1, 2, 3, 4, 5]
1978-87 Cutlass (305ch) [notes 1, 2, 3, 4, 5]



Code Location

Fits all models with standard and automatic transmissions, power brakes, power steering, air conditioning, and transmission safety locks.

NOTE 1: Applications with oxygen sensor, use reducer 10105FLT for 2 1/2" 3-bolt flange or 10110FLT for 3" 3-bolt flange.

NOTE 2: Shorty-style header, will also work on catalytic equipped vehicles. Head pipe fabrication required.

NOTE 3: On 1987 models, this header will only fit the 305 engine without the optional oil cooler.

NOTE 4: Will fit Dart Sportsman II angle plug heads.

NOTE 5: Fitting for exhaust gas temperature sensor is welded to header. If needed, hole must be drilled through the header tube.

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™ & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

READ THESE INSTRUCTIONS CAREFULLY 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 that came with the vehicle 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 a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

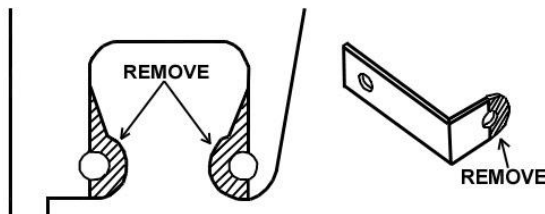
1. Disconnect the negative cable of the battery.
2. Remove the spark plugs and spark plug shields.
3. If equipped with air conditioning, dismount the compressor, but do not disconnect the lines.
4. If equipped with power steering, loosen the tension adjustment nut.
5. Remove the dipstick and dipstick tube, if necessary.
6. Remove the exhaust manifolds and exhaust pipes.
7. Remove the exhaust gas temperature sending unit, P/N AD-AFS-4P. If your vehicle is equipped with this unit, it will be necessary to drill a hole in the header where the adapter is welded on the #3 tube. Be careful not to hit the threads on the inside of the adapter when drilling. We recommend marking the center with a punch, and then drilling a small pilot hole first. Carefully screw the sending unit into the adapter and tighten with a wrench.
8. Remove the starter.
9. Remove the bolt from the steering shaft and slide the cowl down at 1/2 inch.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

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

C. LEFT SIDE HEADER INSTALLATION FROM ABOVE:

1. Hold the header and gasket in position and install the front and rear header bolts. DO NOT tighten at this time.
2. Install the balance of the header bolts. DO NOT tighten at this time.
3. If equipped with power steering and/or air conditioning, cut the stock air conditioning and power steering bracket to clear A/R headers, as described below.
4. Use the two stock manifold bolts and two spacers. Grind the spacers flat on the tube side.
5. Tighten the header bolts progressively, until all are tight.



D. RIGHT SIDE HEADER INSTALLATION FROM BELOW:

1. Hold the header and gasket in position and install the front and rear header bolts. DO NOT tighten at this time.
2. Install the balance of the header bolts. DO NOT tighten at this time.

3. Reinstall the starter and connect the wires.
4. Tighten the header bolts progressively until all are tight.
5. Connect the battery cable.

E. AFTER HEADERS ARE IN PLACE:

1. Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the header. All engines are not mounted exactly the same at the factory and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**

F. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducers and gaskets to the header collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
3. Reinstall the spark plugs, dipstick, and dipstick tube.