



2010-2015 Camaro 6.2L V8, 304SS, 1 7/8" Long Tube Headers – P/N 11135FLT
2010-2015 Camaro 6.2L V8, 304SS, 1 7/8" Long Tube Headers + Off-Road X and Mid-Pipes – P/N 11136FLT (For Off-Road Use Only)



11135FLT



11136FLT

NOTE: Read all instructions carefully before attempting the installation.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. Extensive dyno/street/track testing has enabled FLOWTECH to offer the most advanced design in headers for your application. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH exhaust system.

REMOVING THE STOCK EXHAUST:

Presoak the studs to the catalytic converters with WD-40® or equivalent prior to starting installation

1. Place the vehicle on a flat solid surface, set the parking brake, and block the front wheels.
2. Disconnect the negative terminal of the battery. Lift the vehicle and support with jack stands.
3. Loosen the 15mm nuts securing the couplers that connect the exhaust system to the catalytic converters. Pull back the locking tabs and slide the coupler away from the stop.
4. Unplug the left and right pre-catalyst and post-catalyst O2 sensors. Take care not to damage the locks on the connectors.
5. Remove the 15mm nuts securing the catalytic converters to the exhaust manifolds. Use a long extension and universal swivel from the engine bay with a good quality deep well socket. Remove the catalytic converters from the bottom.
6. Remove the spark plugs and wires (x8).
7. Remove the bolt securing the dipstick tube to the cylinder head (15mm socket). Remove the dipstick.

NOTE: Take a good mental picture of how the tube is routed, it will make re-installation a lot easier. We recommend taking a photo.

8. Remove the (x6) bolts (13mm socket) that attach the driver's side exhaust manifold to the cylinder head. Carefully remove the manifold out from the bottom. Be careful not to damage the coolant temperature sensor on the driver's side.
9. Remove the (x6) bolts (13mm socket) that attach the passenger's side exhaust manifold to the cylinder head. Carefully remove the manifold out from the bottom.

INSTALLATION OF HEADERS:

1. The factory oxygen sensor harness will either need to be removed from the bracket or extension harnesses can be purchased separately.

2. Clean the exhaust port sealing surface to remove any dirt or gasket material that may affect the sealing performance of the gasket and cause leaks. **Repair any damaged threads or broken bolts.**
3. Install the left header assembly from the bottom, working the primaries past the steering column to the cylinder head. Install the OEM gasket (check the bolt pattern for proper alignment) and loosely install the (x6) supplied M8 x .125 header bolts. Check that the gasket is installed properly and tighten all the bolts to the manufacturer's torque specifications starting in the center and working out towards each end of the flange.
4. Install the right header assembly from the bottom. Install the OEM gasket (check the bolt pattern for proper alignment) and loosely install the (x6) supplied M8 x .125 header bolts. Check that the gasket is installed properly and tighten all bolts to the manufacturer's torque specifications starting in the center and working out towards each end of the flange.
5. Install the left and right pre-catalyst O2 sensors in the header collectors and connect to the O2 sensor extension harness (if needed). Make sure the harness is routed away from the exhaust pipe and free and clear of all heat and moving parts.
6. Install the dipstick tube after checking the condition of the O-ring (replace if necessary). Install the mounting tab bolt and torque to specification. **VERIFY THAT THE TUBE IS IN THE ENGINE BLOCK!!!**
7. Reinstall the spark plugs and wires. Double check all electrical connections and bolts. Are the O2 sensors tight?
8. If installing kit #11136FLT, cutting of the factory exhaust will be required. Use the end of the intermediate pipes as a guide and be sure to leave the correct amount of pipe to receive into the slip joint. Install the clamp and tighten to specification.
10. Connect the battery, start the engine, and check for leaks. Re-check your work before lowering the car.
11. Remove the jack stands and lower the car. After 150 miles, recheck all connections and clamps.