



11150FLT FLOWTECH I ® STANDARD HEADERS

31150FLT FLOWTECH II ® CERAMIC HEADERS

1968-77 Olds Cutlass / 442 (350-403) • Will not fit column mounted standard or floor mounted automatics or Cutlass Supreme models.
1977-81 Pontiac Firebird / TA (350-403 OLDS) • Will not fit column mounted standard or automatics.

NOTE: Recommended replacement gasket – Mr. Gasket P/N 453.

NOTE: Must modify stock exhaust to retain catalytic converters.

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

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.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For ease of installation, your vehicle must be raised a minimum of 24".

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 any vehicle that is supported by a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system
2. Remove the stock exhaust manifolds.
3. Remove the dipstick tube, starter, clutch linkage (if equipped), and the heat shield on the starter (if equipped). Bend the motor mount heat shield down around the back side of the motor mount.
4. Remove the oil filter and oil filter adapter.

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:

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. With the header loose, reinstall the starter.

NOTE: Reroute the electrical wire to the starter, allowing for extra clearance to the header.

4. Install the balance of the bolts (most restricted first). Tighten all header bolts progressively and evenly, until they are tight.
5. Reinstall the oil dipstick. Reinstall the clutch idler assembly, if removed. Reinstall the heat shield from the front motor mount.

NOTE: Modify the clutch, as shown in **Figure A**.

6. Reroute the brake line to the bottom of the front crossmember, so it will not interfere with the header tubes.

D. RIGHT 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. With the header loose, reinstall the oil filter adapter (we recommend that a new gasket is used) and an AC® PF-30 short housing oil filter instead of the original filter to provide ample clearance.
4. Install the balance of the bolts (most restricted first). Tighten all header bolts progressively and evenly, until they are tight.

INSTALLATION NOTES:

- If the vehicle is equipped with motor mount heat shields, you may either modify it for clearance or discard it.
- Be sure to check the transmission cooler lines to be sure that they don't come in contact with any header tubes. Reroute, if necessary for proper clearance.

E. AFTER HEADERS ARE IN PLACE:

1. 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 might have removed or lost.**
2. All engines are not mounted exactly the same from 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.**

E. 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.

When you have finished installing your 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.

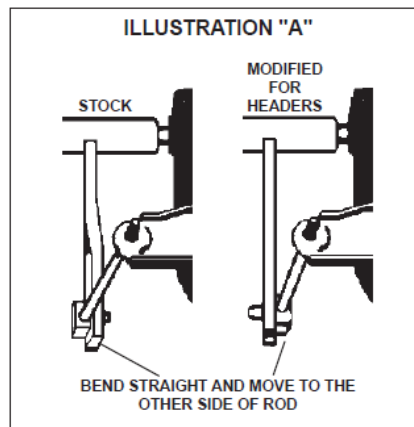


Figure A