



P/N 11154FLT Flowtech I (standard headers)
P/N 31154FLT Flowtech II (ceramic headers)
FULL LENGTH OLDSMOBILE HEADERS
1965-75 Cutlass/442 (400-455)
1971-75 Delta 88 (400-455)

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 that you will agree that Flowtech® headers are the best you can buy at any price.

NOTE: Must modify stock exhaust to retain catalytic converters.

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.

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 of your Flowtech® headers.

BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the battery cable to prevent damage to the electrical system. Remove the starter.

NOTE: Check the condition of the engine mounts. We recommend installing new engine mounts before installing headers.

LEFT SIDE:

1. Unbolt the headpipes from the stock exhaust manifold and push aside.
2. Remove the clutch linkage (if manual transmission), stock exhaust manifold, dipstick tube, fender braces, vacuum operated heat riser, and starter bracket.

NOTE: Some models with 4 speed transmissions require raising the engine 2-3" to install the header. Use a wood block between the oil pan and the jack.

NOTE: 1977 models may require trimming the (front) top of the flange to clear the alternator bracket.

3. Position the gasket and start all bolts. Use the 1" long bolt and flat washers at the notches in the flange.

NOTE: Cars equipped with power steering or an alternator bracket mounted at the #1 cylinder, use the stock bolts. Washers may be required as spacers for proper alignment.

NOTE: Models equipped with heat shields over the motor mount must modify them to fit or discard them.

4. Replace the starter, clutch linkage (if removed), shift rod or steering lock pad, and vacuum operated heat riser.

NOTE: Starter cable must be rerouted to avoid contact with the headers.

5. Tighten all bolts evenly (most restricted first).
6. Make sure battery cables, brake lines, and fuel lines have sufficient clearance from the header. Reroute, as necessary.

RIGHT SIDE:

1. Remove the stock manifold, and oil filter assembly.
2. Starting from below, carefully work the header up through the chassis and into position.
3. Position the gasket and start all bolts (most restricted first). Use the 1" long bolts and flat washers at the notches in the flange.
4. Replace the oil filter assembly and tighten all bolts evenly.
5. Using the collector (supplied), connect to the header using the gaskets and bolts included.
6. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

Learn more about performance exhaust systems we have.