



11170FLT FLOWTECH I® - STANDARD FINISH HEADERS
31170FLT FLOWTECH II® - CERAMIC FINISH HEADERS

1970-1979 PONTIAC FIREBIRD/TRANS AM (350-455)
1964-1975 PONTIAC GTO, LE MANS, GRAND AM (326-455)

NOTE: Will not fit Firebird/Trans Ams with column shifted standard transmission.

NOTE: Must modify stock exhaust to retain catalytic converters.

NOTE: Will not fit Ram Air vehicles.

NOTE: End holes on head must be drilled and tapped to ensure proper seal.

We realize that you had many choices when you chose your headers, we thank you for purchasing FLOWTECH®. At FLOWTECH® we put our many years of performance exhaust experience into every product we build. We know you will agree, 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 headers.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For ease of installation, your vehicle must be raised a minimum of 36". Warning: should you decide to install any exhaust 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 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!

1. PREPARE THE CAR FOR INSTALLATION:

- A. Disconnect the battery to prevent accidental damage to the electrical system.
- B. Remove the stock exhaust manifolds.
- C. Remove the starter and clutch linkage (if equipped).
- D. On 1975 Le Mans: Remove the solenoid heat shield and discard.
- E. Remove the oil filter assembly from the block.
- F. Remove the shift linkage, steering lockout device, and chassis support rods on later vehicles.

2. CHECK THE CONDITION OF THE ENGINE MOUNTS: It is recommended that new engine mounts be installed before installing headers.

3. LEFT SIDE HEADER INSTALLATION:

- A. Remove the center bolt from engine mount, using a floor jack with a board under the oil pan. Raise the engine 2-3".
- B. Starting from below, work the header into position over the exhaust ports. Start the front bolt.
- C. Lower the engine and reattach the engine mount.
- NOTE:** It may be necessary on earlier models to add spacers to raise the engine mount ¼-½" for header-to-crossmember clearance.
- D. With the header still loose, replace the clutch linkage, if necessary.
- E. Remove the front bolt and place the gasket into position. Install the bolts, doing the most restricted ones first. Tighten all header bolts progressively and evenly until they are tight.
- NOTE:** If necessary, relocate the brake line junction block slightly for proper header clearance. Some models may require modification or complete removal of the splash pan.
- F. Reinstall the starter and shift linkage.

INSTALLATION NOTES:

1. Late models: modify the shifter linkage and steering lock out device per **Figures A, B, and C**. On 76 Trans Ams: discard the reverse lockout rod. The lockout linkage must be secured in a position that will not lock the steering wheel.
2. In order to retain the TAC heat to the carburetor, modify the heat stove as per **Figure D**.
3. Late model vehicles, discard the chassis support rods.
4. For added clutch linkage clearance, modify as per **Figure E**. For more clearance, call Classic Muscle at 1-800-722-4828 to purchase a cross shaft (P/N 3920615).
5. Check clearance between upper A-arm and header. If the header contacts the A-arm bolt, trim the bolt. If the header tubes contact the upper A-arm, mark and trim the A-arm for clearance.

4. RIGHT SIDE HEADER INSTALLATION:

- A. Remove the center bolt from engine mount, using a floor jack with a board under the oil pan. Raise the engine 2-3".
- B. Starting from below, work the header into position over the exhaust ports. Start the front bolt.
- C. Lower the engine and reattach the engine mount.
- NOTE:** It may be necessary on earlier models to add spacers to raise the engine mount ¼-½" for header-to-crossmember clearance.
- D. Replace the oil filter.
- NOTE:** On 1975 Le Mans models, it may be necessary to dent the #4 tube slightly for clearance.
- E. With the header still loose, replace the clutch linkage, if necessary.
- F. Place the gasket into position. Install the bolts, the most restricted ones first. Tighten all header bolts progressively and evenly until they are tight.

INSTALLATION NOTES:

1. On automatic transmission equipped vehicles, reroute transmission coolant lines for clearance.
2. For clearance to the oil pressure sending unit, use a 45° adapter.
3. Check clearance between upper a-arm and header. If the header contacts the A-arm bolt, trim the bolt. If the header tubes contact the upper A-arm, mark and trim the A-arm for clearance.

5. AFTER HEADERS ARE IN PLACE:

- A. 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 may have removed or lost.
- B. Reconnect the battery cable.

6. CONNECT THE EXHAUST SYSTEM:

- A. Bolt the reducers and gaskets to the header collectors.
- B. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducers

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 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.

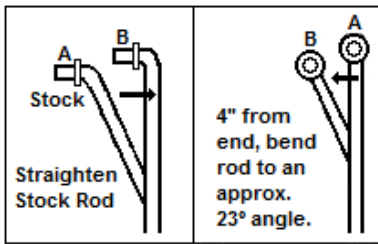


Figure A

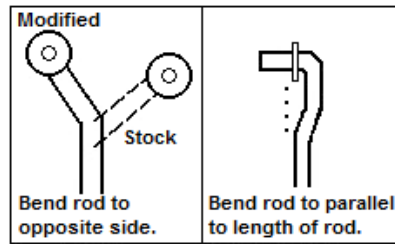


Figure B

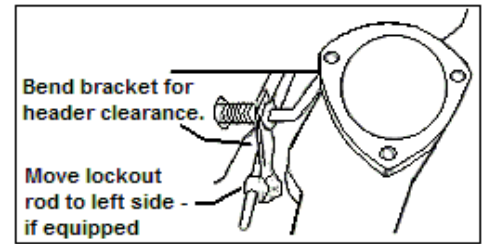


Figure C

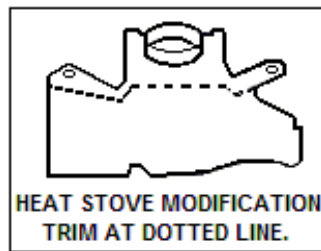


Figure D

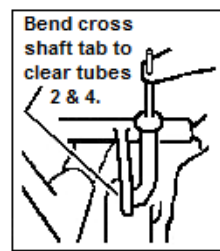


Figure E