



**11100FLT FLOWTECH I® STANDARD HEADERS**  
**31100FLT FLOWTECH II® CERAMIC HEADERS**

1967-69 Chevrolet Camaro (283-400)  
1970-81 Chevrolet Camaro (283-400)  
1964-77 Chevrolet Chevelle (283-400)  
1968-79 Chevrolet Chevy II/Nova (283-400)\*  
1970-77 Chevrolet Monte Carlo (305-400)  
1965-70 Chevrolet Passenger (283-400)  
1971-77 Chevrolet Passenger (283-400)  
1978-89 Chevrolet Passenger (305-400)

**Note 1: Will not fit angle plug heads. Note 2: Must modify exhaust to retain cat. conv.**  
\*Will not fit with A.I.R. injection pump.

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 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 any vehicle that is supported by a bumper jack!

**LEFT SIDE:**

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and move it aside. Remove the stock exhaust manifold.
3. Remove the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On air conditioning equipped vehicles, unbolt the compressor and lay it aside. On late model vehicles remove the power steering bracket.
4. Starting from below, work the header up through the chassis into position.

**NOTE:** On some late model years, it may be necessary to remove the struts and the bolts to the sub-frame. See **Figure A**.

5. Place the gasket into position and start all mounting bolts (most restricted ones first).

**NOTE:** If the vehicle is equipped with a smog pump and you wish to retain the air injection, use an air pump manifold weld-in kit.

6. Replace the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On late model vehicles with power steering, please refer to **Figure B** prior to mounting.

**NOTE:** Early model engines will require converting the canister oil filter to a screw-in oil filter.

**NOTE:** Modify the original clutch linkage as recommended in **Figure C**.

**NOTE:** To install the alternator it may be necessary to use FLOWTECH adapter brackets #10031FLT and/or #10033FLT. See **Figure D**. If you have chosen to use an air pump manifold weld-in kit, see **Figure E**.

**NOTE:** Air conditioned vehicles may require the purchase of FLOWTECH adapter bracket #10042FLT.

**RIGHT SIDE:**

1. Remove the spark plugs, starter, and stock exhaust manifold.

2. Starting from below, work the header up through the chassis into position. Some years may require the engine being raised slightly. Be sure to place a board between the jack and the oil pan.
3. Place the gasket into position and start all mounting bolts (most restricted ones first).

**NOTE:** If the vehicle is equipped with a smog pump and you wish to retain the air injection, use an air pump manifold weld-in kit.

**NOTE:** Late model vehicles with the smog pump connected to the stock exhaust manifold will need to weld a piece of 3/4" OD tubing to the reducer or collector. Drill a hole on the collector or reducer, and then weld the tubing in place according to **Figure F**. Cut the tubing coming out of the air pump, so that a length of 3/4" neoprene hose can be slipped onto it. Connect to the reducer or collector.

4. Replace the starter and connect the wires. Reroute the wires as needed for maximum header clearance.
5. Tighten all header bolts progressively and evenly until they are tight. Replace the spark plugs. Reroute the spark plug wires for maximum header clearance.
6. Connect the headers to the exhaust system. Cut the headpipe to the correct length and weld to the reducers.
7. Connect the battery. Start the engine and check for leaks. Check to be sure all brake lines, fuel lines, and electrical wiring have proper clearance. Reroute as necessary.

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.

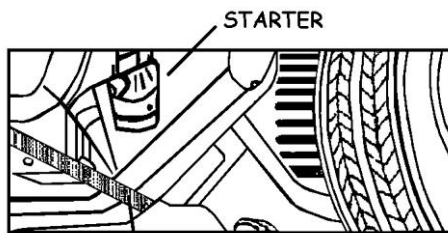


Figure A

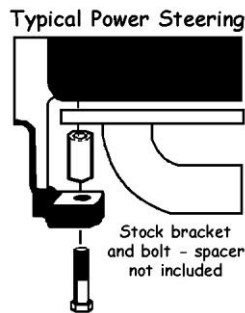


Figure B

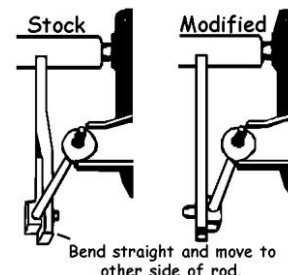


Figure C

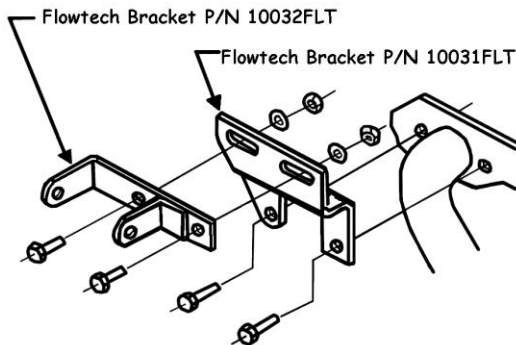


Figure D

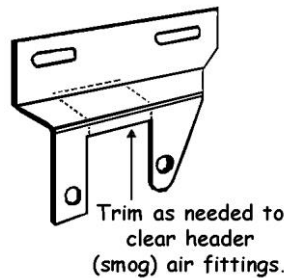


Figure E

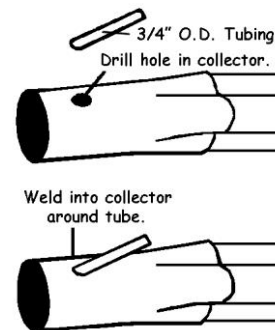


Figure F