



11104FLT FLOWTECH I ® STANDARD HEADERS

31104FLT FLOWTECH II ® CERAMIC HEADERS

1978-87 Chevy Chevelle / Monte Carlo, Olds Cutlass, Pontiac Grand Prix / Le Mans (283-400)

NOTE: Does not fit with manual transmission on Monte Carlos.

NOTE: Must modify stock exhaust to retain catalytic converters.

NOTE: Applications with an oxygen sensor will use reducer 10105FLT for 2 ½" 3-bolt flange or 10110FLT for 3" 3-bolt flange.

NOTE: Will not fit angle plug heads.

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!

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 aside. Remove the stock exhaust manifold.
3. Remove the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On air conditioned vehicles, unbolt the compressor and lay aside. For late model vehicles, unbolt the power steering bracket.
4. Starting from below, work the header up through the chassis into position.

NOTE: On some model years, it may be necessary to remove the struts that bolt to the sub frame. See **Figure A**.

5. Place the gasket into position and start all mounting bolts (most restricted first).
6. Replace the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On late model vehicles equipped with power steering, please refer to **Figure B** prior to mounting.

INSTALLATION NOTES:

- Early model engines will require converting the canister oil filter to a screw-in style filter.
- Modify the original clutch linkage as recommended in **Figure C**.
- To install the alternator, it may be necessary to use Flowtech adapter brackets 10031FLT and/or 10033FLT (**Figure D**).
- 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 to be raised slightly. Use a board between the jack and the oil pan.
3. Place the gasket into position and start all mounting bolts (most restricted ones first).
4. Replace the starter and connect the wires. Reroute the wires as needed for maximum header clearance.
5. Tighten all bolts evenly and replace the spark plugs. Reroute the spark plug wires for maximum header clearance.
6. Connect your 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.

INSTALLATION NOTES:

- Late model vehicles with the smog pump connected to the stock exhaust manifold will need to weld a piece of $\frac{3}{4}$ " OD tubing to the reducer or collector. Drill a hole on the collector or reducer and weld the tubing in place according to **Figure E**. Cut the tubing coming out of the air pump so that a length of $\frac{3}{4}$ " neoprene hose can be slipped onto it. Connect the reducer or collector.

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.

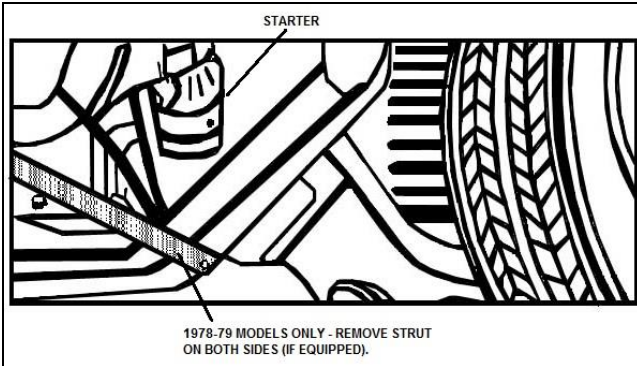


Figure A

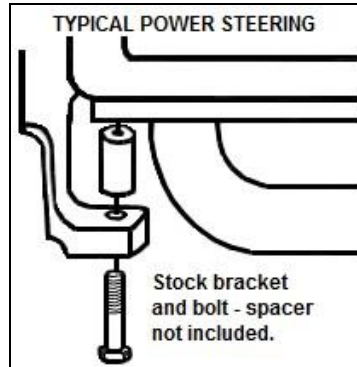


Figure B

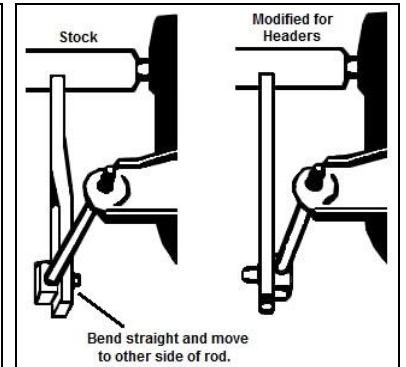


Figure C

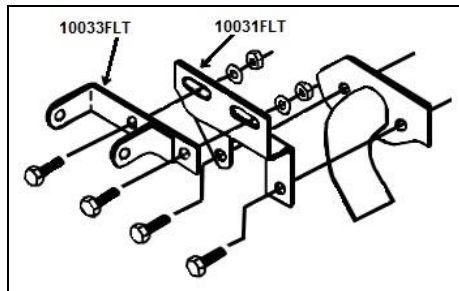


Figure D

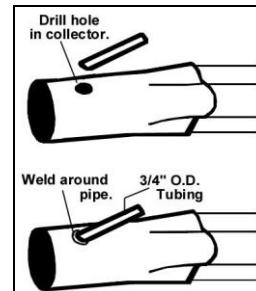


Figure E