



11110FLT FLOWTECH I STANDARD HEADERS 31110FLT FLOWTECH II CERAMIC HEADERS

1964-67 CHEVROLET CHEVY II / NOVA 283-400

NOTE: Fits factory OEM 1964-67 transmissions only.

NOTE: 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'll 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 the maximum performance and life from your FLOWTECH™ Headers.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For the 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 a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and set aside. Remove the stock exhaust manifold.
3. Remove the spark plugs, alternator/generator, clutch linkage, oil filter, and dipstick tube. On air conditioned vehicles, unbolt the compressor and lay aside.

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, work the header up through the chassis into position.
2. Starting from below, place the right side header into position.
3. Place the gasket into position and start all the mounting bolts (most restricted first). Tighten all the bolts evenly. Replace the spark plugs. Reroute the spark plug wires for maximum clearance.
4. Replace the alternator/generator, clutch linkage, oil filter, and dipstick tube.

INSTALLATION NOTES: 1) Early model engines will require converting the canister oil filter to a screw-in type filter. 2) To install the alternator, it may be necessary to use Flowtech adapter brackets 10031FLT or 10033FLT. See illustration a. 3) Air conditioned vehicles may require the purchase of Flowtech adapter bracket 10042FLT.

D. RIGHT SIDE HEADER INSTALLATION:

1. Remove the spark plugs, starter, and stock exhaust manifold.
2. Starting from below, work the header up through the chassis into position. Some year models 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 the mounting bolts (most restricted first).
4. Replace the starter and connect the wires. Reroute the wires, as needed for maximum header clearance.
5. Tighten all the header bolts evenly. 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. Test drive the vehicle listening for any new noises. Check and retighten the bolts after 2 or 3 days of driving. Check these bolts periodically.

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.

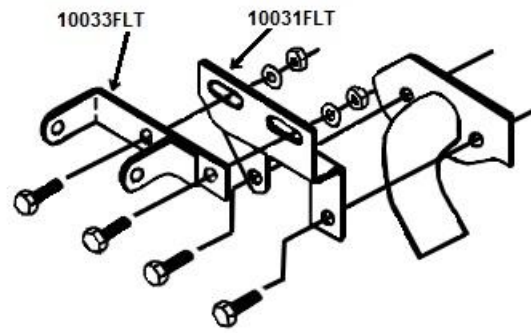


ILLUSTRATION A