



11130FLT FLOWTECH I® STANDARD HEADERS
31130FLT FLOWTECH II® CERAMIC HEADERS

Applications:

1970-72 Camaro, 1964-74 El Camino, 1971-74 Wagon, 1964-74 Chevelle, & 1971-74 Full Size Passenger (396-454)

Engine Swap Applications:

1973-81 Camaro, 1975-77 El Camino, 1975-77 Chevelle, and 1970-81 Firebird/TA

NOTE: Will fit only if the original GM big block engine frame mounts from the following applications are used: 70-72 Camaro, 65-74 Corvette, or 68-72 Chevelle.

NOTE: Will not fit Chevelle with Powerglide transmission.

NOTE: Recommended replacement gasket – Mr. Gasket P/N 152.

NOTE: Must modify stock exhaust to retain catalytic converters.

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!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the negative terminal of the battery to prevent accidental damage to the electrical system. Disconnect the battery cable at the starter.
2. Unbolt the air conditioning compressor from the mounting bracket and set aside. Do not disconnect the refrigerant lines from the compressor.
3. Disconnect the clutch and cross shaft.
4. Remove the oil filter.
5. Remove the transmission locking service, if so equipped.
6. Remove the spark plugs on both sides of the engine.
7. Unbolt the headpipe from the stock exhaust manifolds and move aside. Remove the stock exhaust manifolds.
8. Remove the old port gaskets (if equipped) and clean the exhaust port surfaces of any debris.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

INSTALLATION NOTE: It is recommended that new engine mounts be installed before installing the headers.

C. RIGHT SIDE HEADER INSTALLATION:

1. Place the header up through the chassis into position.
2. Place the gasket into position and check port alignment.
3. Install the front and rear header bolts (supplied), but do not tighten at this time.
4. Install the balance of the bolts (supplied), but do not tighten at this time.
5. Now, tighten all the bolts progressively and evenly until they are tight.

NOTE: Air conditioning equipped applications must use one stock exhaust bolt and fabricate spacer for the rear of the compressor bracket. See **Figure D**.

D. LEFT SIDE HEADER INSTALLATION:

1. Remove the center bolt from the engine mount and raise the engine about one inch. Be sure to place a board between the oil pan and the jack.

NOTE: Late 1972-74 Chevilles/El Caminos – remove and modify the engine mount as shown in **Figure A**.

2. Place the header up through the chassis into position.
3. Line up the gasket and start the header bolts (finger tighten only).

4. Install the clutch linkage cross shaft through the header and into position.
5. Tighten all header bolts progressively and evenly, until they are tight.
6. Must use a short canister style oil filter with these headers.
7. If the vehicle is equipped with an air conditioning compressor mounted on the left side of the engine, see **Figures B & C**.

E. AFTER HEADERS ARE IN PLACE:

1. 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 might have removed or lost.**
2. All engines are not mounted exactly the same from the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**
3. Reconnect the battery cable at the starter.
4. Bolt the reducer adapters to the collectors.
5. Connect the exhaust system by either clamping or welding the exhaust pipes to the reducer adapters.
6. Reconnect the negative battery cable.

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.

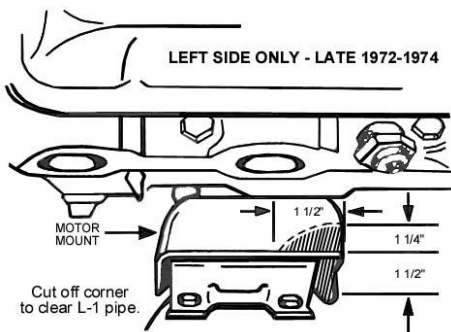


Figure A

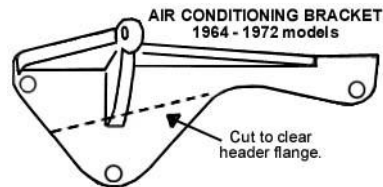


Figure B

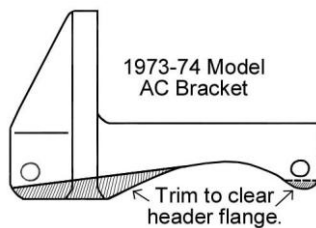


Figure C

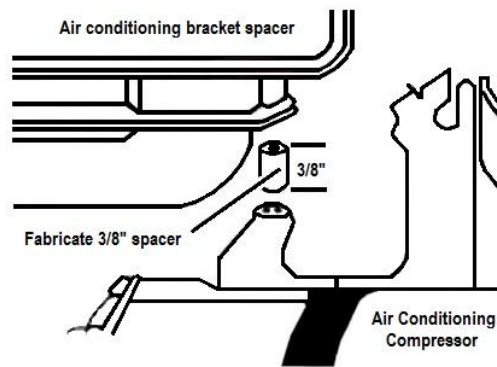


Figure D