



13100FLT FLOWTECH I™ - STANDARD FINISH
33100FLT FLOWTECH II™ - CERAMIC FINISH

APPLICATIONS - DODGE/PLYMOUTH/CHRYSLER W/273-360

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|---------------|-------------------|-------------------|--------------------|-----------------|---------------------|
| 1976-79 Aspen | 1967-74 Barracuda | 1967-76 Belvedere | 1970-77 Challenger | 1966-77 Charger | 1967-76 Coronet |
| 1970-74 Cuda | 1967-76 Dart | 1970-76 Demon | 1970-76 Duster | 1967-76 GTX | 1967-78 Road Runner |
| 1967-76 RTX | 1967-76 Satellite | 1967-74 Super Bee | 1967-69 Valiant | 1976-81 Volare | |

NOTE: Must modify stock **exhaust** to retain catalytic converters.

NOTE: Will not fit with A.I.R. injection pump.

NOTE: It may be necessary to raise the automotive column cross shaft linkage by rotating the mounting brackets on the frame and transmission 180°.

NOTE: Will not fit vehicles with power steering.

1970-74 CUDA only:

NOTE: Stock replacement bolts directly to factory headpipes and will work with factory exhaust system.

NOTE: 49 states emissions legal, California E.O. pending.

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.

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 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!

INSTALLATION NOTE: This header will not accommodate a smog AIR pump. See **Figure C**.

1. PREPARE THE CAR FOR INSTALLATION:

- A. Disconnect the positive battery to prevent accidental damage to electrical system. Remove the starter.
- B. Remove the spark plugs and shields.
- C. If equipped with manual transmission, remove the clutch idler assembly.
- D. Drain the cooling system. Coolant can be reused if drained into a clean container.
- E. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock manifolds. Remove the front and rear manifold mounting studs, if equipped.
- F. Remove the left side tie rod from the drag link. Remove the drag link from the pitman arm.
- G. Remove the oil filter.

2. CHECK THE CONDITION OF THE MOTOR MOUNTS

It is recommended that new motor mounts be installed before installing headers.

3. LEFT SIDE HEADER INSTALLATION: INSTALL FROM BELOW.

- A. Remove the left engine mount bolt and raise the engine approximately three inches (3"). Be sure to place a board between the oil pan and floor jack to prevent damage to oil pan. Also, be sure to check the clearance of the fan to the fan shroud. Loosen the shroud, if necessary.
- B. Place the header into position.
- C. Place the gasket into position. Install the front and rear header bolts. Do not tighten.

INSTALLATION NOTE: We recommend the use of a sealant on the bolts used to replace the studs. This prevents coolant leakage.

- D. Hold the header into position to avoid binding, while the engine is being lowered back into position.
- E. Reinstall the engine mount bolt. Torque to specifications.
- F. Install the starter while headers are still loose.
- G. Install the balance of the bolts. Tighten all header bolts progressively and evenly until they are tight.
- H. Reinstall the clutch linkage, if so equipped.
- I. If equipped with an automatic transmission, it may be necessary to raise the gearshift linkage cross shaft by rotating the mounting brackets 180° on the frame and transmission. See **Figures A & B**.

4. RIGHT SIDE HEADER INSTALLATION: INSTALL FROM BELOW.

- A. Remove the left engine mount bolt and raise the engine approximately three inches (3"). Be sure to place a board between the oil pan and floor jack to prevent damage to the oil pan. Also, be sure to check the clearance of the fan to the fan shroud. Loosen the shroud if necessary.
 - B. Place the header into position.
 - C. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
- INSTALLATION NOTE:** We recommend the use of sealant on the bolts used to replace the studs to prevent coolant leakage.
- D. Hold the header into position to avoid binding, while the engine is being lowered into position.
 - E. Reinstall the engine mount bolt. Torque to specifications.
 - F. Reinstall the steering linkage. Check for clearance between tube R-2 and the idler arm. There must be a minimum of at least 1/4". If not, replace the engine mounts.
 - G. Replace the spark plugs, oil filter, and coolant in the radiator.

5. AFTER HEADERS ARE IN PLACE:

- A. Inspect all points with limited clearance. Relocate any points that have 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 have removed or lost.
- B. All engines are not mounted exactly in the same position from the factory. It is sometimes necessary to loosen the engine mounts and move the engine slightly from one side to the other to obtain maximum clearance.
- C. Bolt the reducer adapters and gaskets to the collectors.
- D. Connect the exhaust system by either clamping or welding the exhaust pipes to the reducer adapters.

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.

FLOWTECH® does not recommend or advise the removal of emissions control devices. Some models may be equipped with heads, which are drilled for the A.I.R. smog pump but are not fitted with the device from the factory. On these models it is necessary to tap the smog holes below the exhaust ports. Use a 1/4-20 tap and seal with a 1/4-20x3/8" screw. See illustration for location of smog holes below all ports.

