



49100FLT FLOWTECH I® STANDARD HEADERS
49100-1FLT FLOWTECH II® CERAMIC HEADERS

1978-87 Buick Regal, 1967-81 Chevy Camaro, 1968-87 Chevy Chevelle, 1968-79 Chevy II/Nova, 1970-88 Chevy Monte Carlo, 1978-87 Olds Cutlass, & 1978-87 Pontiac Grand Prix (283-400)

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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

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 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!

PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system
2. Remove the stock exhaust manifold and stock headpipe.
3. Disconnect the water temperature sending unit.
4. Remove the oil dipstick tube and the spark plugs.

CHECK CONDITION OF ENGINE MOUNTS : It is recommended that new engine mounts be installed before installing headers.

LEFT SIDE HEADER INSTALLATION:

1. Starting from below, work the header into position over the exhaust ports. Do not start the bolts.
2. Place the gasket into position. Install the front and rear bolts. Do not tighten.
3. Install the rest of the bolts. Tighten all bolts progressively and evenly until they are tight.
4. Check and reroute (if necessary) all hoses, wires, and brake lines. Make sure there is proper clearance.

RIGHT SIDE HEADER INSTALLATION:

1. Starting from above (from below if equipped with AC), work the header into position over the exhaust ports.
2. Place the gasket into position and install the front and rear bolts. Do not tighten.
3. Install the rest of the bolts. Tighten all header bolts progressively and evenly, until all are tight.

AFTER HEADERS ARE IN PLACE:

1. Inspect all points with limited clearance. Relocate any points that have direct contact with the header. 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. Reinstall the oil dipstick tube, spark plugs, and spark plug wires.
3. Reconnect the temperature sending unit and battery cable.

CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducers and gaskets to the header collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.

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.