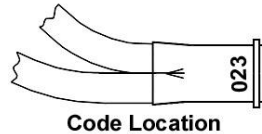




11510FLT—FLOWTECH I STANDARD HEADERS

Installation Instructions for Header Code Number: 023

Chevy / GMC
1963-1987 1/2, 3/4, 1-Ton PU (292)
1963-74 1/2, 3/4, 1-Ton PU (230-250) 4WD



NOTE: Modification to stock exhaust required to retain stock catalytic converter.
Fits all models with standard and automatic transmissions, power brakes, power steering, and air conditioning.

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™ & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

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 negative cable of the battery.
2. Remove the exhaust head pipe from the exhaust manifold.
3. Disconnect all linkage and hoses from the intake and exhaust manifold and carburetor. For an easy installation, we recommend that you label all lines as they are removed.
4. Separate the intake and exhaust manifold.
5. Remove the studs from the front and rear of the head that align the intake and exhaust manifold. Tap the holes with a 3/8-16 tap.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

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

C. INSTALL THE HEADERS FROM BELOW:

1. Work the header into place, and install the gasket. Install the front and rear header bolts. **DO NOT** tighten at this time.
2. Install the balance of the header bolts. **DO NOT** tighten at this time.
3. Tighten the header bolts progressively, until all are tight.
4. Install the intake manifold using the stock bolt and washer.
5. Connect all linkages & hoses to the carburetor and intake manifold.

D. AFTER HEADERS ARE IN PLACE:

1. Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the header. All engines are not mounted exactly the same at 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.**

E. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducer adapters and gaskets to the collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
3. Start the engine and let it idle, until it reaches normal operating temperature. Tighten all header bolts again. Periodically check the tightness of all header bolts.

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.

How did we do? Your questions and comments are always welcome at FLOWTECH™ Our technical service department is open Monday through Friday, during the hours of 8:30 a.m. until 4:30 p.m. Central Time. We can be reached at:

1801 Russellville Road • Bowling Green, KY 42102
PHONE: 270-781-9741 • FAX: 270-781-9772

IMPORTANT! Unless certified or exempted by the California ARB, Headers are not legal for sale in California on 1975 or later model vehicles, except for racing vehicles, which are not legal for use or operation on any highway. Pre-Catalyst vehicles must utilize original air injection system, if so equipped. It is the responsibility of the customer to reinstall the air injection device to his vehicle.

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IN THE CONNECTION, RETAIL PURCHASER, THE BUYER, THE ULTIMATE CONSUMER ASSUMES THE BURDEN OF THE ENTIRE COST OF ANY AND ALL NECESSARY SERVICE, ALTERATIONS, OR REPAIR.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

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