



11100FLT FLOWTECH I® STANDARD HEADERS

31100FLT FLOWTECH II® CERAMIC HEADERS

- 1967-69 Chevrolet Camaro (283-400) See note (3).
- 1970-81 Chevrolet Camaro (283-400) See notes (1), (2), (4), and (5).
- 1964-77 Chevrolet Chevelle (283-400) See note (3).
- 1968-79 Chevrolet Chevy II/Nova (283-400) See notes (1), (2), and (3).
- 1970-77 Chevrolet Monte Carlo (305-400) See notes (1), (2), and (6).
- 1965-70 Chevrolet Passenger (283-400) See notes (1) and (3).
- 1971-77 Chevrolet Passenger (283-400) See note (2).
- 1978-89 Chevrolet Passenger (305-400) See notes (1), (2), (4), and (6).

Note 1: Will not fit angle plug heads. **Note 2:** Must modify exhaust to retain catalytic converter.

Note 3: Pre-70 vehicles with exhaust manifold mounted alternator/generator, use bracket 10031FLT.

Note 4: Applications with oxygen sensor, use reducer 10105FLT for 2 1/2" 3-bolt flange and 10110FLT for 3" 3-bolt flange.

Note 5: Must modify A-arm support bracket on 79-81 models.

Note 6: Does not fit with manual transmission on Monte Carlo and late passenger wagons.

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!

CHECK THE CONDITION OF THE ENGINE MOUNTS

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

LEFT SIDE HEADER INSTALLATION:

1. Disconnect the battery to prevent damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock manifold.
3. Remove the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On air conditioned vehicles, unbolt the compressor and lay aside. On late model vehicles, unbolt the power steering bracket.
4. Starting from below, work the header up through the chassis into position.

NOTE: On some model years, it may be necessary to remove the struts that bolt to the sub frame. See Figure A.

5. Place the gasket into position and start all mounting bolts, with the most restricted ones first.

NOTE: If vehicle is equipped with a smog pump and you wish to retain the air injection, use FLOWTECH® AIR pump manifold weld-in kit, P/N 10125FLT.

6. Replace the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On late model vehicles equipped with power steering, please refer to Figure B.

NOTE: Early model engines will require converting the canister oil filter to a screw in style oil filter.

NOTE: Modify the original clutch linkage as recommended in Figure C.

NOTE: To install the alternator, it may be necessary to use FLOWTECH® adapter brackets #10031FLT and/or #10033FLT. See Figure D.

NOTE: Air conditioned vehicles may require the purchase of FLOWTECH® adapter bracket #10042FLT. See Figure E.

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 years may require raising the engine slightly. Be sure to place a board between the jack and the oil pan.
3. Place the gasket into position and start all mounting bolts, with the most restricted ones first.

NOTE: If vehicle is equipped with a smog pump and you wish to retain the air injection, use *FLOWTECH*[®] AIR pump manifold weld-in kit, P/N 10125FLT.

NOTE: Late model vehicles with the smog pump connected to the stock exhaust manifold will need to weld a piece of 3/4" OD tubing to the reducer or collector. Drill a hole on the collector or reducer, and then weld the tubing in place according to **Figure F**. Cut the tubing coming out of the air pump, so that a length of 3/4" neoprene hose can be slipped onto it. Connect to the reducer or collector.

4. Replace the starter and connect the wires. Reroute wires as necessary for maximum header clearance.
5. Install the balance of the bolts. Tighten all header bolts progressively and evenly until they are tight. Reroute 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.
8. 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.

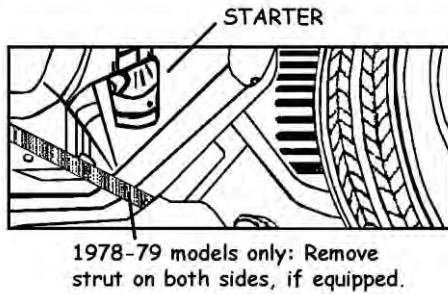


Figure A

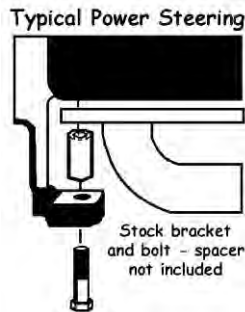


Figure B

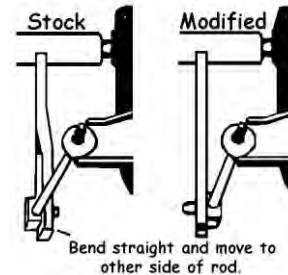


Figure C

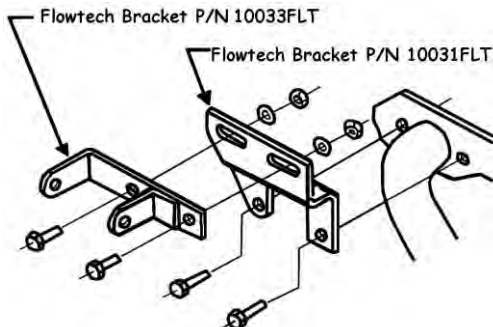


Figure D



Figure E

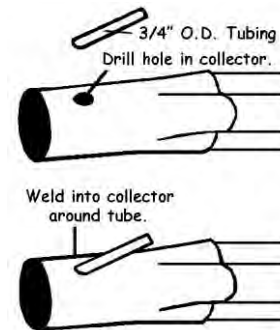


Figure F

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For online help, please refer to the website: www.holley.com

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