11132FLT *FLOW*TECH I ® STANDARD HEADERS
31132FLT *FLOW*TECH II ® CERAMIC HEADERS

1976-69 Camaro, 1968-74 Chevy II/Nova, & 1965-70 Passenger (396-454)

NOTE: Will not fit with 1968-74 Chevy II/Nova A.I.R. injection pump.

We realize that you had many choices when you chose your headers, and we thank you for choosing ours. At *FLOW*TECH® we put many years of performance exhaust experience into every product we build. We feel and know you will agree that *FLOW*TECH® 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 *FLOW*TECH® 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. *FLOW*TECH® 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 linkage and cross shaft.
4. Remove the oil filter and oil dipstick tube.
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.
9. Remove the starter heat shield (if equipped).

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

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

C. LEFT 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.
6. Reinstall the oil dipstick tube.

NOTE: The air conditioning compressor mounting bracket must be ground to clear the header tube. It will also be necessary to fabricate two spacers 3/8" to install between the headers flange and AC bracket.

7. Check the clearance for all fuel and brake lines. Modify if extra clearance is needed.

D. RIGHT 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 lifting device.
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 into position.
5. Tighten all header bolts progressively and evenly, until they are tight.
6. If the vehicle is equipped with an air conditioning compressor mounted on the left side of the engine, see **Figures A & B**.

E. AFTER HEADERS ARE IN PLACE:

1. Install the oil filter and spark plugs. The power steering lines may have to be relocated for tube clearance. The reverse lockout device can't be used with these headers.
2. 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.**
3. 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. At this time, re-inspect the motor mounts.
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.

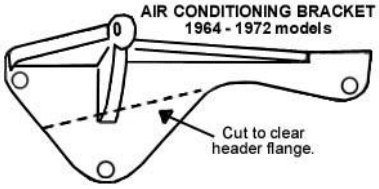

Figure A

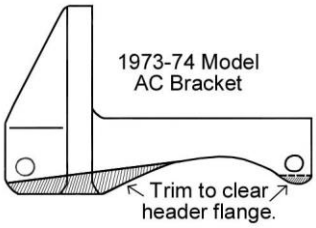

Figure B

LIMITATION OF LIABILITY - DISCLAIMER: The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.
*FLOW*TECH® makes no warranties of merchantability, of fitness for particular purpose. Or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states where they may be sold to the ultimate purchaser, the consumer.
Unless expressly stated to the contrary in the *FLOW*TECH® catalog, instruction sheet, or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or nonconforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.
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. California vehicle code sections 27156 and 38391 prohibit the advertising, offering for sale, or installation of any device which modifies a vehicle's emissions control system unless exempted. Unless otherwise noted, *FLOW*TECH® headers have not received an exemption from these code sections and are not legal for sale or use in California on vehicles originally equipped with catalytic converters. It is illegal, except for racing vehicles which may never be driven upon a highway, to remove or otherwise render inoperative any emission control device on regulated motor vehicles. (Check catalog listings to ensure proper application.) In the other 49 states, unless other noted, *FLOW*TECH® headers are not legal for pollution-controlled motor vehicles, except for racing vehicles which may never be used upon a highway and are not intended or applicable for highway use.

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