



SHORTY SMOG HEADERS
2010-14 Chevy Camaro SS (V8-6.2L)
P/N 11138FLT (Painted) & 31138FLT (Ceramic Coated)



NOTE: Read all instructions carefully before attempting the installation.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled FLOWTECH to offer the most advanced design in headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH exhaust system.

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 old headers to break in new engines to avoid coating damage. Please call tech service at 1-270-781-9741 or 1-866-464-6553 for additional information regarding ceramic-coated exhaust products.

BEFORE STARTING:

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available we strongly urge the use of axle stands as a safety measure. This is a shorty header designed for maximum ground clearance on vehicles.

CAUTION! Your car should not be supported on a bumper jack prior to installing headers, take the time to make a careful and complete header fitting into your vehicle properly.

1. Place the vehicle in an adequately lit location where the floor is solid and flat. DO NOT work on a hot engine. Heat causes metal to expand and makes the removal of fasteners more difficult. Disconnect the battery cables from the battery to prevent electrical damage. Raise the front end for access to the exhaust manifold flanges. DO NOT DEPEND ON A JACK! Use jack stands and block the tires to safely support the vehicle.
2. Remove the spark plugs and wires.
3. Remove the dipstick and tubes.
4. Unplug the O2 sensors at the back of the engine.
5. Loosen the clamps on the catalytic converter pipes at the rear of the pipes.
6. Disconnect the O2 sensors at the transmission.
7. Remove the flanged nuts at the collectors of the stock manifolds.
8. Remove the exhaust manifold bolts. The driver's side manifold can come out the top and the passenger's side manifold will be removed from the bottom.
9. Remove the stock gaskets and make sure to clean the head surface.
10. Remove the bolt on the steering U-joint at the rack and pinion shaft. Slide the shaft up into itself to make clearance.

11. Position the headers on the head from below. Install the factory hardware to hold in place.
12. From above, install the supplied gaskets and reuse factory hardware. Tighten all bolts.
13. Remove the stock studs in catalytic converter pipe sections.
14. Position the catalytic converter pipes into the rear barrel clamps and up to the header.
15. Reconnect all four O2 sensor plugs.
16. Reinstall the steering shaft to the rack and pinion shaft.
17. Reinstall the dipstick tube and dipstick.
18. Reinstall the spark plugs and wires.
19. Reinstall the engine cover.
20. Reconnect the battery.
21. At this point, you will need to attach your exhaust.
22. Start the engine and let it warm up. Check for leaks. Shut the engine off and let it cool down. Check to make sure all connections are tight.
23. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, retighten all the bolts.

Any questions? Please contact Technical Service: 1-866-464-6553 or 1-270-781-9741. For online help, please go to www.holley.com.

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.

FLOWTECH makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the 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 non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the 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, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. FLOWTECH™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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