



PART NUMBER 11100 FLOWTECH I® STANDARD FINISH
31100 FLOWTECH II® CERAMIC FINISH

CHEVY PASSENGER/WAGON* 265-400
CHEVELLE/EL CAMINO 265-400
CHEVY MONTE CARLO* 265-400
CHEVY CAMARO 265-400
CHEVY II / NOVA 350-400
FIREBIRD W/CHEVY 265-400

*** = 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 the 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 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 only by a bumper jack!

LEFT SIDE:

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Unbolt the headpipe from the stock exhaust manifold and move it aside. Remove the stock exhaust manifold.
3. Remove the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On air conditioned vehicles, unbolt the compressor and lay it aside. On late model vehicles, unbolt the power steering bracket.
4. Starting from below, work the header up through the chassis into position.
INSTALLATION NOTE: On some model years, it may be necessary to remove the struts and the bolts to the sub-frame. See Illustration "A".
5. Place the gasket into position and start all the mounting bolts, doing the most restricted ones first.
INSTALLATION NOTE: If the 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 10125.
6. Replace the spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On late model vehicles equipped with power steering, please refer to Illustration "B" prior to mounting.

INSTALLATION NOTES:

- A) Early model engines will require converting a canister oil filter to a screw-in style oil filter.

- B) Modify the original clutch linkage as recommended in Illustration "C".
- C) To install the alternator, it may be necessary to use FLOWTECH® adapter brackets (P/N 10031 and/or 10032). See Illustration "D". If you have chosen to use FLOWTECH® air pump manifold weld-in kit (P/N 10125), see Illustration "E".
- D) Air conditioned vehicles may require the FLOWTECH® adapter bracket P/N 10042.

RIGHT SIDE:

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 the engine to be raised slightly (Use a board between the jack and the oil pan).
3. Place the gasket into position and start all the mounting bolts, doing the most restricted ones first.

INSTALLATION NOTES:

- A) If the vehicle is equipped with a smog pump and you wish to retain the air injection, use the FLOWTECH® air pump manifold weld-in kit, P/N 10125.
 - B) Late model vehicles with the smog pump connected to the stock exhaust reducer 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 Illustration "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 the wires, as needed for maximum header clearance.
 5. Tighten all bolts evenly. Replace the spark plugs. Reroute the 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.

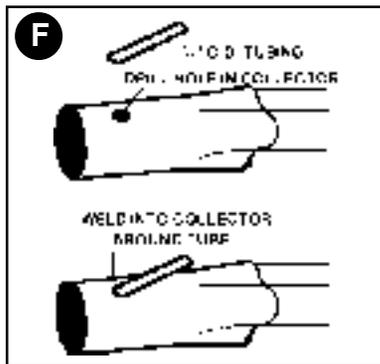
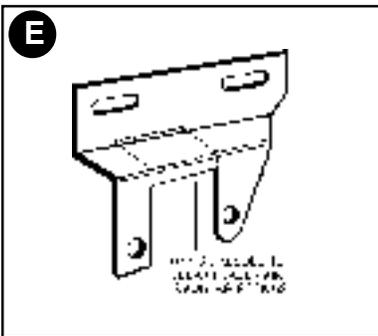
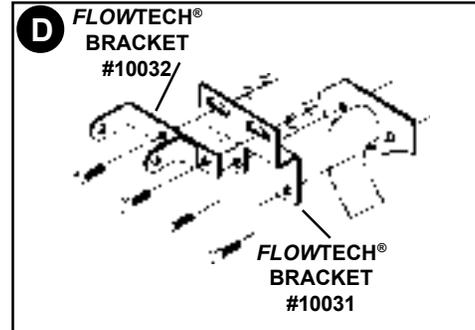
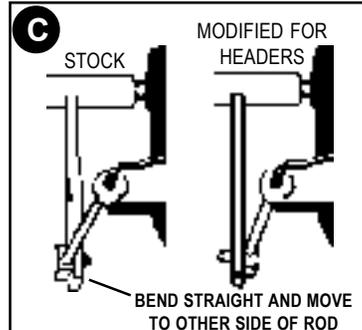
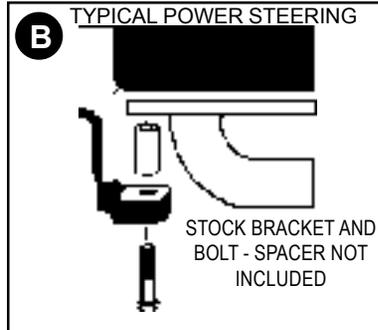
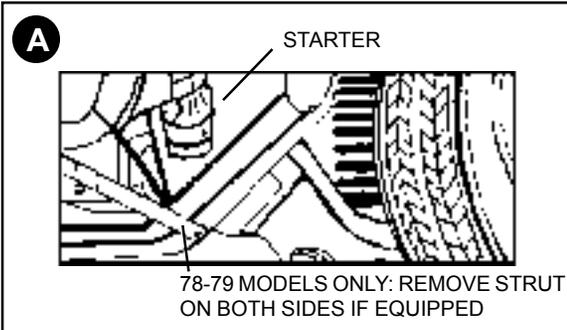
When you have finished installing your FLOWTECH® headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the burning out of the header gaskets.



HOW DID WE DO? YOUR QUESTIONS AND COMMENTS ARE ALWAYS WELCOME AT FLOWTECH®. OUR TECHNICAL SERVICES DEPARTMENT IS OPEN MONDAY THROUGH FRIDAY, DURING THE HOURS OF 8:30 AM UNTIL 4:30 PM CENTRAL TIME. WE CAN BE REACHED AT:

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P/N 11100 - REVISED 01/09/01



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