



## 11102FLT (Black) & 31102FLT (Ceramic) Full Length Headers 1982-91 Camaro, 1978-87 Chevelle, & 1978-87 Cutlass (283-400)

**NOTE:** Also available with A.I.R. injection manifold welded in place – P/N 11102SFLT – not available on ceramic coated headers.

**NOTE:** For models with A.I.R. tube running along frame, it will be necessary to relocate to clear the header.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. 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 normal. 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.

### **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 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 only supported by a bumper jack.

### **INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Remove the spark plugs and spark plug shields.
3. If the vehicle is equipped with air conditioning, remove the compressor from the mounting bracket, but do not disconnect from the refrigerant lines. Lay it aside.
4. If equipped with power steering, loosen the tension adjustment nut.
5. Remove the dipstick and dipstick tube, if necessary.
6. Unbolt the headpipe from the stock exhaust manifold and move it aside. Remove the stock exhaust manifold.
7. If your vehicle is equipped with an oxygen sensor unit, remove the unit and install it in the welded adapter on the header.
8. Remove the starter
9. Remove the bolt from the steering shaft and slide the coupling down (approx. 1" if needed).

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

### **LEFT SIDE HEADER INSTALLATION:**

1. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
2. Install the balance of the bolts. Do not tighten.
3. If the vehicle is equipped with power steering and/or air conditioning, trim the stock air conditioning and power steering brackets to clear the headers (**Figure A**). Use the two stock manifold bolts and two spacers (not provided). Grind the spacers flat on the tube side for clearance.
4. Tighten all the header bolts progressively and evenly, until they are tight.

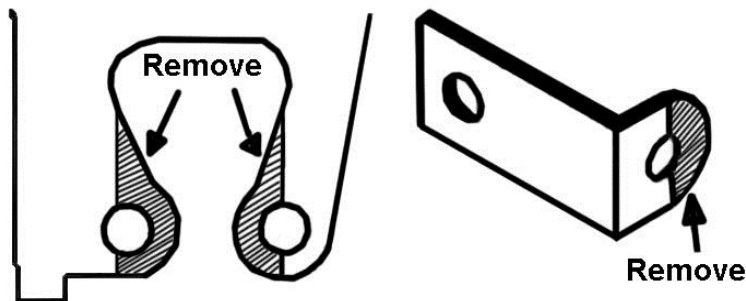


Figure A

### **RIGHT SIDE HEADER INSTALLATION:**

1. Place the gasket into position. Install the front and rear header bolts. Do not tighten.
2. Install the balance of the bolts. Do not tighten.
3. Reinstall the starter and connect the wires.
4. Tighten all header bolts progressively and evenly, until they are tight.

5. 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. **Replace any fluids that you may have removed or lost.**
6. Bolt the reducer adapters and gaskets to the collectors. Connect to the exhaust system by clamping or welding the exhaust pipes to the reducer adapters. Replace the temperature sending unit wire.
7. Reinstall the oil dipstick tube and spark plugs.
8. Replace the steering shaft coupling and tighten the bolt.
9. 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 a few days, retighten the header bolts.

**Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741.  
For online help, please refer to the website: [www.holley.com](http://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 have not received an exemption from these code sections and are to 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 the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, FLOWTECH 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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