



13130FLT FLOWTECH I™ - STANDARD FINISH
33130FLT FLOWTECH II™ - CERAMIC FINISH

APPLICATIONS - DODGE/PLYMOUTH/CHRYSLER 361-440

1970-74 Barracuda	1967-74 Belvedere	1970-74 Challenger	1967-74 Charger	1967-74 Coronet
1970-74 Cuda	1967-74 GTX, R/T	1967-74 Road Runner	1967-74 Satellite	

- NOTE:** Will not fit 440 6-pack 4-speed with 13" flywheel.
NOTE: Will not fit vehicles with power steering.

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.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For ease of installation, your vehicle must be raised a minimum of 24". 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 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!

1. PREPARE THE CAR FOR INSTALLATION:

- A. Disconnect the battery to prevent accidental damage to electrical system.
- B. Remove the stock exhaust manifolds and exhaust pipes.
- C. Remove the starter.
- D. Remove the spark plugs and spark plug shields.
- E. If equipped with manual transmission, remove the clutch idler assembly.

2. CHECK THE CONDITION OF THE MOTOR MOUNTS

It is recommended that new motor mounts be installed before installing headers.

3. LEFT SIDE HEADER INSTALLATION:

- A. Remove the left side motor mount bolt and raise the engine approximately 1 1/2 inches. Be sure to place a board between the oil pan and floor jack to prevent damage to oil pan. Also, be sure to check the clearance of the fan to the fan shroud. Loosen the shroud, if necessary.
- B. Place the gaskets over the exhaust ports, positioning on the studs in the cylinder head.
- C. Install the header and the starter together, positioning the header onto the studs. Do not tighten.
- D. Hole the header into position to prevent binding while the engine is being lowered into the vehicle.
- E. Use the original 3/8" nuts to tighten the header. Tighten all header nuts progressively and evenly until they are tight.
- F. Reinstall the clutch linkage, if so equipped.
- G. If the vehicle is equipped with an automatic transmission, it may be necessary to raise the gearshift linkage cross shaft by rotating the mounting brackets 180° on the frame and transmission. See **Figures A & B**.

4. RIGHT SIDE HEADER INSTALLATION:

- A. Place the gaskets over the exhaust ports, positioning on the studs in the cylinder head.
- B. Install the header and position it onto the studs. Do not tighten.
- C. Use the original 3/8" nuts to tighten the header. Tighten all header nuts progressively and evenly until they are tight.

5. AFTER HEADERS ARE IN PLACE:

- A. 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 have removed or lost.
- B. Reconnect the battery cable.

6. CONNECT THE EXHAUST SYSTEM:

- A. Bolt the reducer adapters and gaskets to the collectors.
- B. Attach the exhaust system by either clamping or welding the exhaust pipes to the reducer adapters.

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.

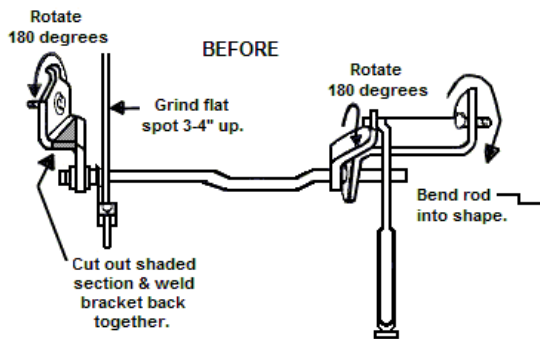


Figure A

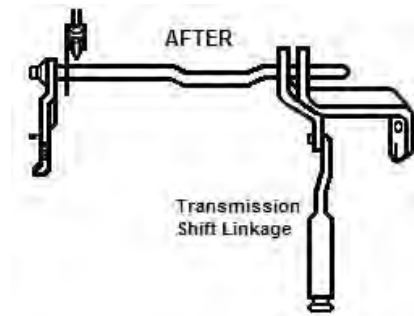


Figure B

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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® by Holley 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 FLOWTECH® 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 exempt and unless otherwise noted, FLOWTECH® 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 insure 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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