

PART NUMBER SUM G-9060

UNIVERSAL FIT "STREET ROD" BLOCK HUGGER HEADER

DESIGNED FOR CUSTOM INSTALLATIONS UTILIZING
THE CHEVROLET 265 - 400 SMALL BLOCK V-8 ENGINE

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

FOR EASE OF INSTALLATION, YOUR VEHICLE MAY NEED TO BE RAISED A MINIMUM OF 24". WARNING SHOULD YOU DECIDE TO INSTALL ANY EXHAUST 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:

- DISCONNECT THE BATTERY TO PREVENT ACCIDENTAL DAMAGE TO ELECTRICAL SYSTEM.
- REMOVE THE SPARK PLUGS AND SPARKPLUG SHIELDS.
- REMOVE THE DIPSTICK AND IF NECESSARY THE DIPSTICK TUBE.
- UNBOLT HEADPIPE FROM THE STOCK EXHAUST MANIFOLD AND MOVE ASIDE. REMOVE THE STOCK EXHAUST MANIFOLD.

2. CHECK THE CONDITION OF THE MOTOR MOUNTS

INSTALLATION NOTE: IT IS RECOMMENDED THAT NEW MOTOR MOUNTS BE INSTALLED BEFORE INSTALLING HEADERS.

3. LEFT AND RIGHT SIDE INSTALLATION:

- PLACE THE GASKET INTO POSITION, INSATLL THE FRONT AND REAR HEADER BOLTS. DO NOT TIGHTEN.
- INSTALL THE BALANCE OF THE BOLTS. DO NOT TIGHTEN.
- TIGHTEN ALL HEADER BOLTS PROGRESSIVELY AND EVENLY UNTIL THEY ARE TIGHT.
- CONNECT THE BATTERY CABLE.

5. AFTER HEADERS ARE IN PLACE:

- 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 MAY HAVE REMOVED OR LOST.
- BOLT THE REDUCER ADAPTERS AND THE GASKETS TO THE COLLECTORS. CONNECT TO THE EXHAUST SYSTEM BY CLAMPING OR WELDING THE EXHAUST PIPES TO THE REDUCER ADAPTERS.
- RE-INSTALL SPARKS AND DIPSTICK TUBE.

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, RE-TIGHTEN THE HEADER BOLTS. WE FIND THAT PERIODICALLY CHECKING THE BOLTS WILL PREVENT THE FLANGE FROM WARPING AND THE BURNING OUT OF THE HEADER GASKETS.

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