



80022 AIRMASS® COMPBLU™ HEADERS  
80122 AIRMASS® PAINTED HEADERS  
80522 AIRMASS® SHOCROM™ HEADERS

## 1988-1991 HONDA CIVIC / CRX

50 STATE LEGAL – C.A.R.B. EO NUMBER D-115-14

**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® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

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 of your AIRMASS headers.

### **READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:**

**For the ease of installation, your vehicle must 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 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 supported by a bumper jack! While working on the vehicle, always wear eye protection to prevent dirt and debris from getting in your eyes.**

**INSTALLATION NOTE:** Your header has been coated with the highest quality ceramic coating. To protect the cosmetic appearance it is recommended that you use the plastic bags that your header components were shipped in during the installation process.

### **PREPARE THE VEHICLE FOR INSTALLATION:**

1. Disconnect the battery to prevent accidental damage to the electrical system.
2. Disconnect the oxygen sensor connector located on the end of the wire that runs out of the oxygen sensor that is mounted in the exhaust manifold. Remove the oxygen sensor wire from the support bracket on the engine block.
3. Remove the four bolts that attach the heat shield to the exhaust manifold and remove the shield.
4. Remove the engine oil dipstick tube.
5. Remove the two bolts that attach the connector pipe to the catalytic converter.
6. Remove the two hex nuts that attach the connector pipe to the support bracket.
7. Remove the three nuts that connect the connector pipe to the exhaust manifold.
8. Remove the connector pipe from the exhaust manifold and catalytic converter and place it out of the way.
9. Remove the hex bolt that connects the exhaust manifold support to the engine block.
10. Remove the nine nuts that connect the exhaust manifold to cylinder head.
11. Remove the manifold forward from the cylinder head.

**INSTALLATION NOTE:** Be careful not to damage the exhaust manifold gasket and the oxygen sensor as you will reuse them.

12. Carefully remove the oxygen sensor from the exhaust manifold.

### **HEADER INSTALLATION:**

1. Apply an anti-seize solution to threads of the oxygen sensor and install it into the sensor fitting of your new headers.

**INSTALLATION NOTE:** Be very careful when applying anti-seize to the oxygen sensor, not to get any on the end of the sensor, as this could effect the performance of your vehicle.

2. Install the two o-ring gaskets (supplied) into the receiver grooves on the secondary header pipes.
3. Place the original gasket onto the nine exhaust manifold studs. Carefully install your new header onto the nine manifold studs. Tighten the hex nuts in a pattern beginning with the inside nuts and work your way out.
4. Reconnect the oxygen sensor wire. Be sure to clip the wire back into the support bracket. Check to make sure that the wire is clear of all moving parts.
5. Reinstall the oil dipstick.
6. From underneath the vehicle, place the secondary header pipe into position. Make sure that the o-rings do not fall out of place.
7. Place the original round sleeve gasket between the secondary header section and the catalytic converter. Install the two original bolts and springs. Leave the bolts loose. Do not tighten at this time.

8. Loosely install the three bolts supplied to support the secondary tubes from the header. Loosely install the two original hex nuts that connect the secondary tubes to the support bracket.
9. Tighten the three supplied bolts that mount the secondary tubes to the header, starting with the middle one, then the outside two. Tighten the two original bolts and springs that connect the secondary tubes to the catalytic converter. Tighten the two hex nuts that connect the secondary tubes to the support bracket.

**AT THIS TIME, RECHECK YOUR WORK DURING THE INSTALLATION PROCESS.**

**INSTALLATION NOTE:** To prevent any permanent staining of your new header, remove the protective plastic bags and wash away any oil, grease, or handprints with a solution of a mild liquid dish soap and warm water.

10. Lower the car to the ground and reconnect the battery.
11. When you have finished installing your 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 header gaskets from burning out.

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**For online help, please check the Tech Service section of our website:  
[www.holley.com](http://www.holley.com)**

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