



P/N 80069 – COMPBLU™
P/N 80169FLT – Black Painted
P/N 80569 – SHOCROM™

Instruction Sheet 1996-99 Honda Civic & CRX 1.6L EX

NOTE: This is a 50 state legal header that is designed to be a direct replacement for the stock manifolds (C.A.R.B. E.O. D-115-13).

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.

We realize that you had many choices when you chose your headers, and we thank you for making AIRMASS® headers your choice in high-performance exhaust systems. At AIRMASS®, we put many years of performance exhaust experience into every product we build. We feel and know you will agree that AIRMASS® 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 AIRMASS® headers.

WARNING! READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING!

For the ease of installation, your vehicle must be raised a minimum of 36 inches. **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 by only a bumper jack!

DISASSEMBLY:

1. Disconnect the battery to prevent any electrical damage.
2. Raise the car and support on stands. Remove the plastic splash shield from vehicle.
3. Disconnect and remove the O₂ sensor.
4. Remove the two bolts and springs from the catalytic converter and retain them. **NOTE: These bolts and springs will be used in the re-assembly.**
5. Remove the nuts from the support bracket.
6. Remove the nut from the exhaust flange and the bracket to the block.
7. Remove the exhaust pipe from the vehicle.
8. Remove the bolt from the bottom of the heat shield.
9. From above, remove all bolts from the heat shield and remove.
10. Loosen and remove the nuts and manifold from the vehicle.

ASSEMBLY:

1. From below, install the header with the gasket on the studs and reinstall the nuts on the support bracket.
2. Install and tighten all nuts.
3. Install the O₂ sensor.
4. Install the catalytic converter with the two bolts and springs (retained earlier) using the stock donut gasket.
5. Start and check for leaks.

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.

Lower the car to the ground and reconnect the battery.

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 burning out of the header gaskets.

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TECHNICAL SUPPORT

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www.holley.com

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