



TUBULAR EXHAUST SYSTEM
For 1999-2002 GM, 2500 Series Pick-Up & Suburban,
6.0L V8 Auto, 2 & 4 WD with Dual Catalytic Converters
Catalog #66332, #66333
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new *Tubular Exhaust System* (TES). If you have any questions, please contact our **Technical Hotline at : 1-800-416-8628** from 7 am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

TUBULAR EXHAUST SYSTEM: These components are designed to improve the exhaust efficiency of the GM C.P.I. (Central Port Injection) V8 engine. A performance gain can be expected by the installation of the system. **This system does require welding for installation** and retains all O.E.M. emissions equipment.

Suggested Tools Needed for Installation: This vehicle has metric fasteners.

- Mig welder (recommended) or gas welder—Professional welding is highly recommended
- 3/8" ratchet socket set with extensions and universal 13mm and 15mm swivel sockets
- Combination set of open-end wrenches
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- Hacksaw or Sawz-all
- Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)

SPECIAL NOTICE: This Edelbrock Tubular Exhaust System has received an Executive Order number (E.O.#) from the California Air Resources Board (C.A.R.B.) making it legal for street use in all 50 states. To assist you with emission equipment certification, we have included a silver fan shroud decal to help testing personnel verify the this part is a legal replacement on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed next to the existing emission and engine specifications decal. Do not cover any part of your original emission decal.

WARNING: The use of "Thermal Wrap" or any aftermarket coating process **will void the warranty** on your Edelbrock Tubular Exhaust Systems. Those products can cause excessive heat and moisture buildup resulting in corrosion and failure of the system.

NOTE: High temperature spark plug wires and boots are recommended to withstand heat from T.E.S.

IMPORTANT NOTE:
Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

KIT CONTENTS

Catalog #66332 (Ceramic-Coated), #66333 (Ti-Tech Coated)

Qty.	Description
<input type="checkbox"/> 1	Header left side #25-9464 (#66332)
<input type="checkbox"/> 1	Header right side #25-9463 (#66332)
<input type="checkbox"/> 1	Header left side #25-9146 (#66333)
<input type="checkbox"/> 1	Header right side #25-9147 (#66333)
<input type="checkbox"/> 1	Extension pipe left #25-9660
<input type="checkbox"/> 1	Extension pipe right #25-9661
<input type="checkbox"/> 12	Hex bolts; 8mm x 1.25
<input type="checkbox"/> 12	Hardened washers; 5/16"

Qty.	Description
<input type="checkbox"/> 14	Lock washers; 5/16"
<input type="checkbox"/> 2	Hex bolts (EGR); 5/16" - 18 x 3/4"
<input type="checkbox"/> 4	Hex bolts; 3/8" - 16 x 2-1/2"
<input type="checkbox"/> 4	Lock washers; 3/8"
<input type="checkbox"/> 4	Flat washers; 3/8"
<input type="checkbox"/> 2	Donut gaskets; 3"
<input type="checkbox"/> 2	Port flange gaskets
<input type="checkbox"/> 1	EGR gasket

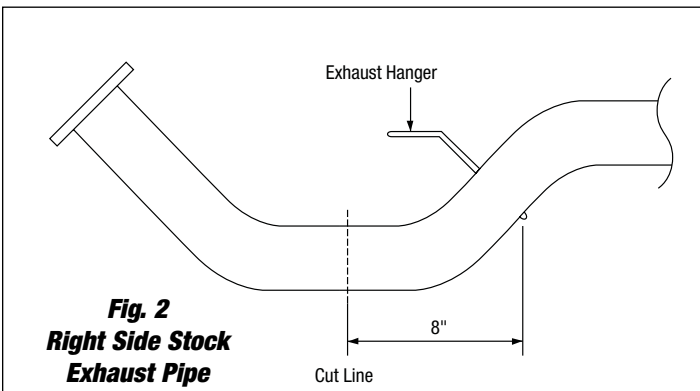
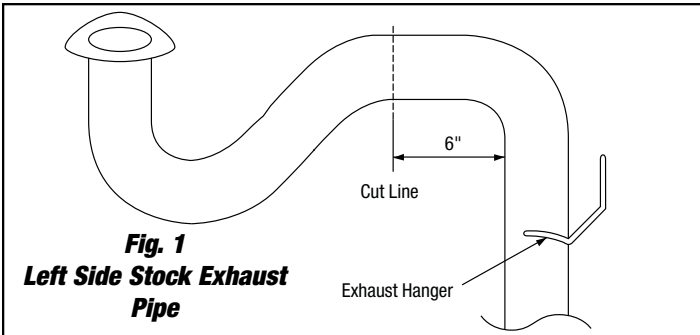
INSTALLATION INSTRUCTIONS

• DISASSEMBLY

1. Disconnect negative battery cable.
2. Disconnect and remove both left and right O2 sensors.
3. Unbolt the exhaust hanger/transmission heat shield assembly from transmission.
4. Disconnect both left and right exhaust pipes from stock manifolds and allow pipes to hang.
5. With a sawzall, cut left side pipe directly in the middle of the straight between bends right under bell housing, (**See Fig. 1**).
6. Cut right side exhaust pipe directly in the middle of the straight between bends, (**See Fig. 2**).

• RIGHT SIDE

1. Disconnect and remove spark plug wires.
 2. Disconnect E.G.R. flange.
 3. Unbolt dipstick tube.
 4. Unbolt and remove manifold.
 5. Install T.E.S. flange gasket and TES manifold from top. Install header bolts supplied and leave loose enough to ensure proper alignment.
- NOTE:** Use flat washers and lock washers on all bolts.
6. Install E.G.R. flange using supplied gaskets, bolts and lock washers.
 7. Re-install spark plug wires.
 8. Re-fasten dipstick tube.



• LEFT SIDE

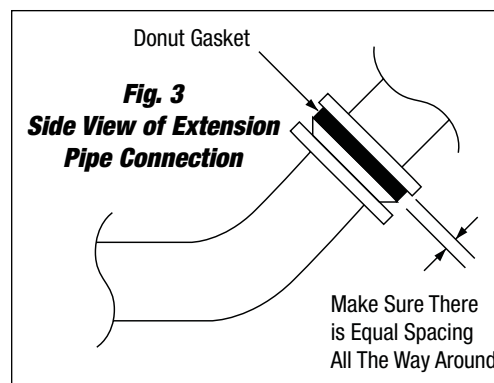
1. Disconnect and remove spark plug wires.
2. Unbolt and remove manifold.
3. Install T.E.S. flange gasket and T.E.S. manifold from top. Install header bolts supplied to ensure proper alignment and tighten bolts.
4. Re-install spark plug wires.

• CROSSOVER PIPE ASSEMBLY

1. With exhaust hanger/transmission heat shield assembly bolted back on transmission holding the exhaust pipes in their natural position, install and bolt exhaust pipes to headers using 3/8" x 16 x 2-1/2" hex bolts, 3/8" flat washers, 3/8" lockwashers and 3/8" hex nuts. Use the 3" donut provided in kit.
2. Check alignment of pipes to the catalytic converter, secure bolts, (**See Fig. 3**).
3. With everything in place, tack weld exhaust pipes to catalytic assembly.
4. Unbolt whole exhaust assembly from vehicle and let it hang. Complete weld around pipes.
5. Bolt assembly back in vehicle and check for clearance.
6. Re-install O2 sensors. Use anti-seize on threads of sensor. Route wires clear of exhaust system.
7. Lower vehicle to ground.

• FINAL INSPECTION

1. Check all lines (hydraulic, vacuum, air conditioning and fuel) to ensure there is adequate clearance to T.E.S. components.
 2. Re-connect battery.
 3. At this point it is a good idea to look everything over and make sure that nothing was missed in assembly.
 4. Start vehicle and bring up to normal operating temperature. Check for possible leaks.
 5. Turn engine off and let cool. Tighten all bolts again.
- **CAUTION:** Before operating your vehicle, check to ensure that there is adequate clearance between all parts of your TES (including A.I.R. tubes) and all brake lines, fuel lines, spark plug wires, etc.



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