



TUBULAR EXHAUST SYSTEM
Vehicle Application: See Below
Catalog #66492, #66493
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.

VEHICLE APPLICATION: For 1988-1996 Ford F150, F250, Bronco (Full Size), 5.8L (351-W V8) with E.F.I., Auto/Std. Transmission, 2 & 4 WD without A.I.R

TUBULAR EXHAUST SYSTEM: These components are designed as a system to improve the exhaust efficiency of the Ford 5.8 liter V8 engine with E.F.I. (Electronic Fuel Injection). A performance gain can be expected by the installation of the system. This system requires no welding for installation and retains all O.E.M. emissions equipment.

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

- 3/8" ratchet socket set with extensions and a good assortment of S.A.E. and metric sockets
- Combination set of open-end wrenches, S.A.E. and metric
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- Liquid penetrant (GM #1052627), anti-seize compound (GM #5613695) or equivalent

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.

INSTALLATION INSTRUCTIONS

DISASSEMBLY

1. Disconnect negative cable from battery.
2. Use penetrating oil on all nuts and bolts to be removed. This will prevent the possibility of broken or stripped nuts and bolts.
3. Removal of spark plugs is recommended to prevent breakage during disassembly and installation.
4. Unbolt exhaust pipes from both exhaust manifolds.
5. Remove vacuum canister from fender panel.
6. Unclamp and remove diverter valve.
7. Remove EGR tube in front of right side exhaust manifold and valve.
8. Unbolt and remove both exhaust manifolds.
9. Clean and inspect all sealing surfaces before assembly.

ASSEMBLY LEFT SIDE

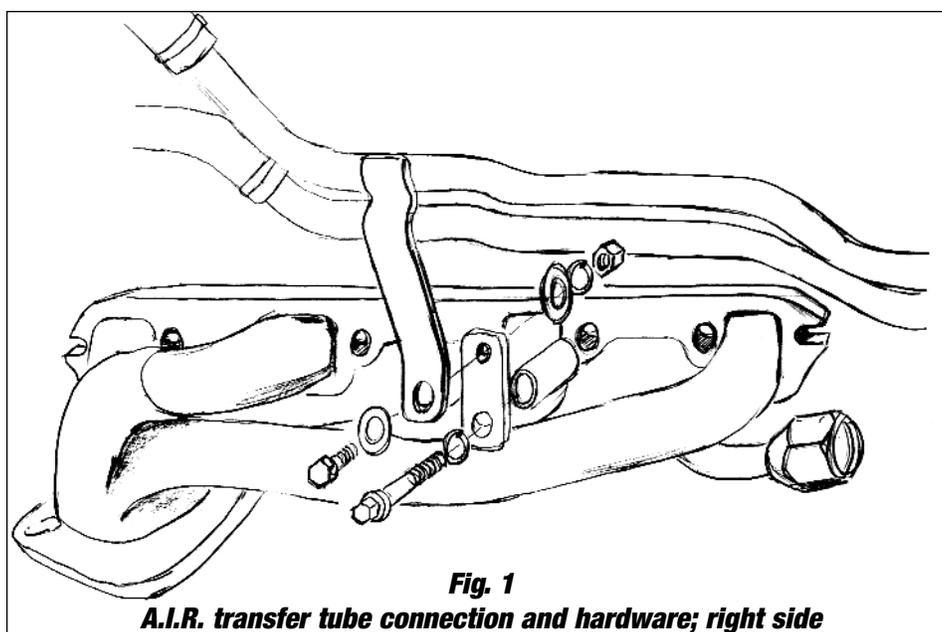
1. With manifold port gasket in place, start a rear header bolt with lock and flat washer in place, leaving enough room for the manifold to slip into position.
2. Place TES manifold into position behind bolts with dipstick extending up between exhaust ports #3 and #4, then slide manifold into position behind rear bolt.
3. Start bolts #1, 2, 3, 4, and 7 (counting from front) using lock washers and a flat washer on the front bolt.
4. Re-attach dipstick bracket to sixth bolt hole back using 1-1/8" tube spacer and 3/8" x 2-1/4" bolt provided.
5. Re-attach additional bracket to fifth bolt hole back using 1-1/8" tube spacer and 3/8" x 2-1/4" bolt provided.

6. Tighten all bolts evenly at this time.
7. Replace spark plugs and wires.
8. Brake lines may be close; if so, loosen bolt that holds brake line distribution block in place on bracket and push line away from manifold, then tighten.

ASSEMBLY RIGHT SIDE

1. With manifold port gasket in place, start rear header bolt (with lock and flat washer in place), leaving enough room for the manifold to slip into position.
2. Place TES manifold into position behind bolt and slide into position.
3. Start balance of header bolts (except for the third bolt back) with lock washers.
4. Tighten manifold bolts at this time (except for third bolt back).
5. Replace spark plugs and wires.

6. Install original EGR tube fitting into T.E.S. manifold. Use a large wrench to support the manifold fitting to eliminate possible damage.
7. Replace EGR tube and valve at this time.
8. Replace A.I.R. diverter valve, plumbing and intake manifold support bracket, using 3/8" x 2-1/4" bolt, 1-1/8" tube spacer, spacer bracket, 5/16" x 3/4" bolt, nut and washers as shown in the third bolt hole back **(See Fig. 1).**
9. Re-attach exhaust pipes to TES manifolds using 7/16" x 2-1/2" bolts provided and original nuts from stock manifolds.
10. Check to be sure all brake and fuel lines have adequate clearance.
11. Connect all parts including battery.
12. Start engine and bring up to normal running temperature, then turn off and let cool.
13. When cool, re-tighten all manifold nuts and bolts.



KIT CONTENTS

Qty.	Description
<input type="checkbox"/> 1	Header left side #25-9267 (#66492)
<input type="checkbox"/> 1	Header right side #25-9268 (#66492)
<input type="checkbox"/> 1	Header left side #25-9097 (#66493)
<input type="checkbox"/> 1	Header right side #25-9098 (#66493)
<input type="checkbox"/> 2	Manifold port gaskets
<input type="checkbox"/> 4	Hardened washers; 3/8"
<input type="checkbox"/> 14	Header bolts; 3/8" - 16 x 1"
<input type="checkbox"/> 3	Ferry bolts; 3/8" - 16 x 2-1/4"

Qty.	Description
<input type="checkbox"/> 4	Hex bolts; 7/16" - 14 x 2-1/2"
<input type="checkbox"/> 1	Hex bolt; 5/16" - 18 x 3/4"
<input type="checkbox"/> 1	Hex nut; 5/16" - 18
<input type="checkbox"/> 16	Lock washers; 3/8"
<input type="checkbox"/> 1	Flat washer; 5/16"
<input type="checkbox"/> 3	Spacer tubes; 5/8" x 1-1/8"
<input type="checkbox"/> 1	Spacer bracket

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