



TUBULAR EXHAUST SYSTEM

For 1994 - 1999 Dodge Ram Pick-Up, 1500 & 2500 Series, 5.2L & 5.9L V8, Auto/Std. Transmission, 2 & 4 WD
Catalog #6601, 66011, & 66012
INSTALLATION INSTRUCTION

Please study these instructions carefully before installing your new *Tubular Exhaust System* (TES). If you have any questions or problems, 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. Please fill out and mail your warranty card.

TUBULAR EXHAUST SYSTEM: These components are designed as a system to improve the exhaust efficiency of the Dodge 5.2L & 5.9L V8 engine. They are constructed of 409 HP stainless steel to better withstand the high heat present with the fuel-injected engine, especially when used for towing or other heavy duty applications. The stainless steel used for these systems is much more durable than mild steel, although it does not appear different in appearance. These systems come with a coat of black paint for good looks and protection during shipping and storage, and they can be identified by the part numbers on each of the major components. Note that a magnet will stick to this type of stainless steel; magnetic attraction is not a valid test for these systems. A performance gain can be expected by the installation of the system. This system does require welding for installation (see note below) and retains all O.E.M. emissions equipment.

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

- Mig welder (recommended) or gas welder - Professional welding is highly recommended.
- 3/8" ratchet socket with extensions and universal 13mm and 15mm swivel sockets
- Combination set of open-end wrenches
- Hacksaw
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- Liquid penetrant, (GM #1052627) and 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 that 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. No additional thermal isolation is required, as T.E.S. are *Pro Tech*-coated for corrosion resistance and long life.

IMPORTANT NOTES:

1. The paint used on non-coated T.E.S. is for protection during shipping and storage and will burn off soon after the engine is started. Those who desire a longer lasting finish should sand-blast the T.E.S. to remove the original paint, then apply high temperature header paint, such as VHT, available at most auto parts stores.
2. When cleaning any Edelbrock Pro Tech-coated T.E.S., use only soap and warm water. The use of caustic solvents (i.e. gunks, etc.) will mar or damage the Pro-Tech coating.
3. High temperature spark plug wires and boots are recommended to withstand heat from T.E.S.
4. When installing this system on a truck equipped with a standard transmission, it may be necessary to do some grinding on aluminum bellhousing. The first area is where the left side collector flange is. The other area is where the left crossover pipe goes under the bellhousing. Only minor grinding may be needed to obtain better clearance in these areas.

INSTALLATION INSTRUCTIONS

DISASSEMBLY

1. Disconnect negative battery cable.
2. Raise vehicle and remove O2 sensor from catalytic converter, being careful not to damage.
3. Unbolt and remove exhaust pipe/catalytic converter assembly. Before removing exhaust pipe/catalytic converter assembly, determine the position of catalytic inlet for re-installation. Either note measurements or mark bottom of floorboard with chalk to show catalytic location. (Do not damage converter).
4. Cut head pipes off from catalytic converter approximately 1/2" ahead of weld (See *Figure 1*).

RIGHT SIDE

1. Remove air inlet from engine to intake manifold.
2. Remove spark plugs.
3. Unbolt E.G.R. flange from manifold.
4. Remove manifold and studs.
5. Install T.E.S. flange gasket and T.E.S. manifold from top. Install header bolts supplied, and leave loose enough to ensure proper alignment.
NOTE: Use flat washers at slotted ends and lock washers on all bolts.
6. Re-attach E.G.R. tube (1996 only - install block-off plate supplied on T.E.S.).
7. Install right extension to catalytic (slip over the top catalytic nipple) and bolt onto right T.E.S. manifold with donut gasket in place.
8. Tighten flange bolts. Be sure to locate donut gasket with equal space all around for the best seal (See *Figure 2*).
9. With everything in place, tack weld extension pipe to catalytic converter.
NOTE: Tack welding should not be done until the entire system is securely bolted in place. MIG welding is desirable but gas welding can be used.

LEFT SIDE

1. Remove spark plugs.
2. Remove exhaust manifold and studs.
3. Install T.E.S. flange gasket and T.E.S. manifold from top.
4. Install left crossover pipe with donut gasket over catalytic nipple and bolt onto T.E.S. Be sure to

locate donut gasket with equal space all around for the best seal (See *Figure 2*).

5. With everything in place, tack weld left crossover pipe to catalytic converter.
NOTE: MIG welding is desirable but gas welding can be used.
6. After tack welding, remove assembly and complete weld.
7. Re-install assembly and tighten all bolts.
8. Re-install spark plugs and wires.
9. Check all wires and lines for adequate clearance.

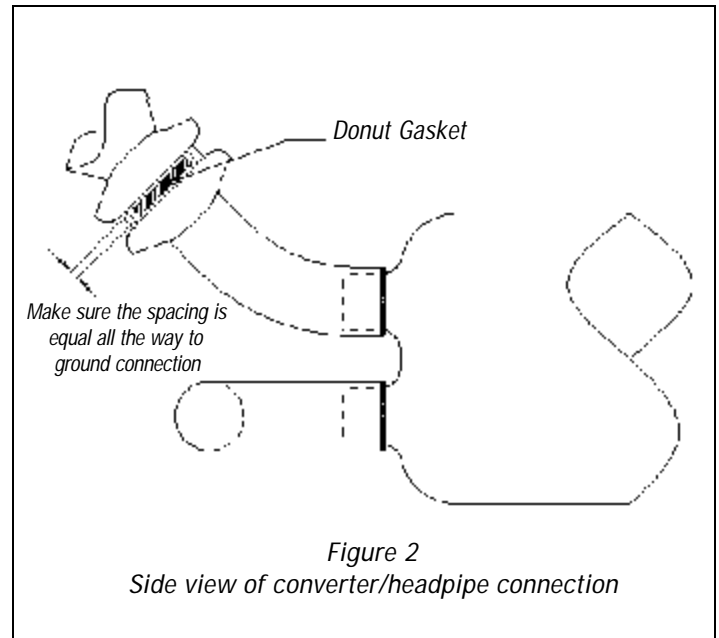
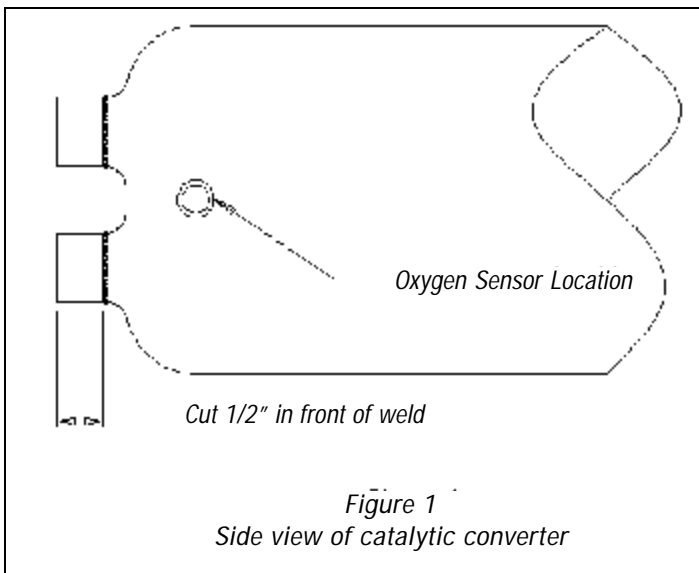
FINAL INSPECTION

1. Check all hydraulic, vacuum, and fuel lines 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.

KIT CONTENTS

Catalog #6601, #66011, & #66012

<u>Qty.</u>	<u>Description</u>	<u>Qty.</u>	<u>Description</u>
1	Manifold left side (#25-9080)	4	Hex capscrews; 3/8" x 2"
1	Manifold right side (#25-9081)	2	Hex nuts; 5/16"-18
1	Extention pipe - left (#25-9594)	2	Hex bolts; 5/16"-18 x 1-1/4"
1	Extension pipe - right (#25-9595)	4	Lock washers; 3/8"
12	Hex header bolts; 5/16" - 18" x 1"	14	Lock washers; 5/16"
2	Chrysler V8 port gaskets	8	Flat washers; 5/16"
1	EGR gasket	1	EGR block-off plate #79-8051 (for 1996 only)
2	Donut gaskets; 2-1/4"		



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