



TUBULAR EXHAUST SYSTEM
For 1992 1/2 - 1999 Dodge Viper with 8.0L V10
Catalog #66062

INSTALLATION INSTRUCTION

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: This stainless steel Tubular Exhaust System header is designed to improve the exhaust efficiency of the Chrysler 8.0L V10 engine. 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. These Tubular Exhaust Systems are street legal in all 50 states.

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, SAE and metric
- Jackstands, screwdrivers, pliers, crescent wrench, hacksaw, etc.
- 3/8" ball end allen socket
- 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 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.

CAUTION: Due to higher underhood temperatures generated by TES, vehicles equipped with original spark plug wires should have them replaced with high temperature plug wires for longer life.

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 battery cable.
2. Remove side exhaust covers. **Note:** Have someone assist you to prevent damage to side covers or body.
3. Remove two O2 sensors from stock exhaust.
4. Remove rubber mounts and bracket holding stock exhaust system at front of side pipes. They will not be re-installed.
5. Remove bolts holding the exhaust pipe to exhaust manifold.
6. Remove starter.
7. Number spark plug wires and remove from spark plugs. Lay the wires over the rear of the engine to prevent damage to wires.
8. Remove plastic spark plug wire separators from valve cover area.
9. Remove top of heater air box (right side).
10. Unplug wire from temperature sending unit on left cylinder head.
11. Remove the retaining nuts securing the heat shields to exhaust manifolds. **Note:** The right side will come off easily. The left side will only come off after all manifold retaining bolts have been removed and the manifold is completely loose. You may need to remove the front bolt that holds the water pipe to allow you to remove the heat shield and manifold.
12. Remove stock exhaust manifolds.
13. Clean gasket surfaces on cylinder heads.
Note: Be careful not to damage soft aluminum.
14. Cut stock exhaust at inlet of catalytic converter.

Assembly - Left Side

1. Install upper half of header from top along with new gasket, bolts and washers supplied.
2. The thick hardened flat washers will be used on the three slotted holes on each header flange.
3. Start all ten bolts but leave bolts loose at this time.
4. Install lower half of header from under car. Place outlet end over frame rail and rotate into place. Install gasket and 3/8" Allen head bolts and self-locking nuts supplied.
5. Tighten cylinder head flange bolts evenly.
6. Tighten connector flange bolts evenly. **Note:** It is very important that these bolts be tightened evenly.

Assembly - Right Side

1. The right side installs basically the same as the left side.
Note: Remember all flange bolts must be tightened evenly!

Flex Coupler Installation

1. Install flex coupler and elbow assembly using band clamp onto outlet end of header. **NOTE:** The catalytic converter must remain in stock location. Therefore, the new turnout elbows will need to be shortened to fit onto the inlet of your catalytic converters.
2. Once you have trimmed the outlet end of the turnout elbows tack weld the catalytic converter inlet to elbow.
3. Recheck all alignment and critical points, such as outlet positioning, side pipe clearance to outer covers catalytic converter location, etc.
4. If everything is correct, remove side pipe and flex coupler/elbow assembly and weld together.
5. Reinstall onto car.
6. Repeat for other side.
7. Reinstall two O2 sensors and tie wrap sensor wires away from hot parts with the tie wraps supplied.
NOTE: It may be necessary to re-route or re-position the wires for the O2 sensors to make it easier to plug in the O2 sensors.

Final Check

1. After all bolts have been properly installed and torqued, reconnect battery cable, sparkplug wires, separators, etc.
2. Start car and check for exhaust leaks. **Do not drive at this time.**
3. After letting engine fully warm up, shut off and let engine fully cool down.
4. Re-tighten all bolts and nuts on TES (Tubular Exhaust System) headers.

KIT CONTENTS
Catalog #66062

| Qty. | Description | Qty. | Description |
|-----------------------------|------------------------------------------|-----------------------------|------------------------------------------|
| <input type="checkbox"/> 1 | Manifold left side (A section) #25-9101 | <input type="checkbox"/> 2 | Manifold port gaskets |
| <input type="checkbox"/> 1 | Manifold right side (A section) #25-9102 | <input type="checkbox"/> 2 | Connector gaskets |
| <input type="checkbox"/> 1 | Manifold left side (B section) #25-9103 | <input type="checkbox"/> 12 | Lock nuts, cad-plated; 3/8"-16 |
| <input type="checkbox"/> 1 | Manifold right side (B section) #25-9104 | <input type="checkbox"/> 14 | Socket head cap screws; 3/8"-16 x 1/4" |
| <input type="checkbox"/> 1 | Cat. adapter left (3") #25-9622 | <input type="checkbox"/> 4 | Tie wraps; 11" |
| <input type="checkbox"/> 1 | Cat. adapter right (3") #25-9623 | <input type="checkbox"/> 20 | Split lock washers; 5/16" |
| <input type="checkbox"/> 20 | Header bolts; 5/16"-18 x 1" | <input type="checkbox"/> 6 | Hardened washers; 5/16" i.d. x 3/4" o.d. |
| <input type="checkbox"/> 2 | Coupler band clamps | | |

NOTE: To greatly reduced engine compartment temperature, we recommend the use of Edelbrock ceramic-coated, stainless steel header heat shields Part #6700. These heat shields not only deflect heat out of the engine compartment protecting underhood components, but they look great, too.

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