



TUBULAR EXHAUST SYSTEM
For 1995-1998 Toyota Tacoma, 4-Runner
with 3.4L V6, Auto & Standard Transmissions
Catalog #6607
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.

TUBULAR EXHAUST SYSTEM: This stainless steel Tubular Exhaust System header is designed to improve the exhaust efficiency of the Toyota 3.4L V6 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 10mm through 15mm swivel sockets
- ☐ Combination set of open-end wrenches, SAE and metric
- ☐ 14mm offset open-end wrench
- ☐ Jackstands, screwdrivers, pliers, crescent wrench, hacksaw, 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 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.

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 sandblast 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 TES, use only soap and warm water. The use of caustic solvents (gunk, 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.*

INSTALLATION INSTRUCTIONS

Disassembly

1. Disconnect negative battery cable.
2. Remove O2 sensor in front of catalytic converter. Be careful not to damage.
3. Remove extension pipe. This is the pipe between catalytic converter and crossover pipe. This may require cutting of pipe. (See *"Cutting Instructions"*).
4. Unbolt the EGR tube (if equipped), from left manifold.
5. Remove insulation from firewall behind crossover pipe.
6. Remove throttle valve cable retaining bracket from left side of engine and bolt holding cable to top of transmission bellhousing (auto transmission only). Remove the two-piece throttle valve cable retaining bracket from the left side of engine and the bolt holding cable to top of bellhousing. Lower half of bracket will be re-used with T.E.S.
7. Unbolt and remove stock exhaust manifolds.
8. Remove stock crossover pipe. This pipe is removed by rotating crossover around bellhousing toward passenger side frame rail. It is a very tight fit so take your time and do not try to force it out. Once the lower flange is past the frame rail, the crossover should come out through the bottom of the vehicle between frame and engine. Installation of T.E.S. will be easier if you remove the splined steering shaft from steering coupler located on steering box. Be sure when re-installing this shaft that your wheel is straight and the coupler bolt is re-tightened properly.
4. Use the 1/2" long spacer tube 8mm bolt and lock washer supplied to hold dipstick tube bracket to cylinder head, (Automatic transmission only).
5. From under the vehicle, install new T.E.S. crossover and Y-pipe assembly using exhaust donut and bolts supplied. Before tightening bolts, align crossover and Y-pipe assembly with header flanges and catalytic converter inlet. Check clearance at sway bar. Top of Y-pipe/catalytic flange should be 1-3/4" from the floor board heatshield. *NOTE: See "Welding Instructions" for 4-Runner.*
6. After you have completed the installation of the Y-pipe assembly, re-install O2 sensor into new Y-pipe assembly. *NOTE: On stick shift models, the parking brake cable will need to be relocated. Remove the nut holding the cable to the floor pan closest to where the cable comes through the fire wall and simple move to the stud just to the left of its original location. Then use plastic tie wrap to hold clutch slave cylinder flex line to parking brake cable (away from left header).*
7. Separate the upper and lower halves of the throttle valve cable retaining bracket by removing the two 6mm bolts in the middle of the bracket (you will be re-using these bolts). The zinc-plated bracket in kit gets bolted to the lower half of the stock throttle valve cable bracket using the two bolts removed earlier and 6mm nuts supplied. Use Loctite. Next install the zinc-plated bracket onto the EGR stud closest to the firewall position.

Assembly

1. If your vehicle is not equipped with EGR, install the supplied block-off plate, 8mm studs and EGR gasket onto the EGR flange of the left header.
2. Clean gasket surface on cylinder heads. *NOTE: Be sure when installing left header, the collector heat shield is toward the transmission.*
3. *NOTE: For Auto transmission, be sure throttle valve cable is routed around the outside of the left header. Install headers along with new gaskets and stock manifold nuts, start all nuts onto studs evenly before tightening. Then tighten all nuts evenly starting from the center bolts and working your way out. NOTE: The lower center nut on the left side may require the use of an offset open-end wrench.*
4. Re-tighten all bolts and nuts on T.E.S. headers. *NOTE: If your truck has an EGR system, install the 8mm studs along with new gasket onto the left header. Then attach EGR to flange using supplied 8mm nuts and lock washers.*

Final Check

1. After all bolts have been properly installed and torqued, re-connect battery cable.
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 T.E.S. headers. *NOTE: If your truck has an EGR system, install the 8mm studs along with new gasket onto the left header. Then attach EGR to flange using supplied 8mm nuts and lock washers.*

CUTTING INSTRUCTIONS:

Tacoma: No cutting of catalytic converter inlet is necessary.

4-Runner: Cut inlet end of catalytic converter approximately 1 inch in front of weld on inlet. You may need to do additional trimming when fitting Y-pipe to catalytic converter.

WELDING INSTRUCTIONS:

After aligning Y-pipe assembly up with catalytic converter in stock location, bolt the catalytic converter flange supplied to the new Y-pipe flange, then weld flange to inlet.

NOTE: Top of Y-pipe flange should be 1-3/4" from the floor board heat shield.

KIT CONTENTS

Catalog #6607

<u>Qty.</u>	<u>Description</u>	<u>Qty.</u>	<u>Description</u>
1	Manifold left side #25-9105	2	Gaskets manifold port
1	Manifold right side #25-9106	2	Gaskets donut; 2-1/4" I.D.
1	Crossover pipe #25-9624	1	Gasket O2 sensor
1	Extension Y-pipe assembly #25-9625	1	Gasket catalytic converter
4	Hex cap screws; 3/8" - 16 x 2"	1	Gasket EGR
1	Tie wrap; 11"	1	E.O. adhesive decal
1	Split lock washer; 5/16"	1	Catalytic converter flange
4	Split lock washers; 3/8"	4	Studs; 8 x 1.25 x 30mm
1	Hex bolt 8 x 1.25 x 35mm	1	Spacer tube; 1/2" O.D. x 11/16"
1	Flange connector	2	Hex nuts; 6mm - 1.0
1	U-Clamp; 2-1/4"	1	Throttle cable bracket
		1	EGR block-off

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