



TUBULAR EXHAUST SYSTEM

Applications: See Below
Catalog #66152, #66153

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.

APPLICATIONS: For 1996-1997 GM Tahoe, Yukon, Suburban, and 1996-1998 Pick-Up 1500 Series, 5.7L-V8 Auto & Standard Transmission, 2 & 4 WD with Dual Catalytic Converters.

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)

NOTE: Some models will require a special power steering pulley puller, K-D 2897 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.

KIT CONTENTS

Catalog #66152 (Ceramic-Coated), #66153 (Ti-Tech Coated)

Qty.	Description
<input type="checkbox"/> 1	Header left side #25-9315 (#66152)
<input type="checkbox"/> 1	Header right side #25-9316 (#66152)
<input type="checkbox"/> 1	Header left side #25-9111 (#66153)
<input type="checkbox"/> 1	Header right side #25-9112 (#66153)
<input type="checkbox"/> 1	Extension pipe left #25-9632
<input type="checkbox"/> 1	Extension pipe right #25-9633
<input type="checkbox"/> 1	Flange connector #46-1060

Qty.	Description
<input type="checkbox"/> 12	Hex header bolts; 3/8" - 16 x 1"
<input type="checkbox"/> 2	Chevrolet V8 port gaskets
<input type="checkbox"/> 2	Donut gaskets; 2-1/4"
<input type="checkbox"/> 4	Hex capscrews; 3/8" x 2"
<input type="checkbox"/> 16	Lock washers; 3/8"
<input type="checkbox"/> 4	Flat washers; 3/8"

INSTALLATION INSTRUCTIONS

• DISASSEMBLY

1. Disconnect negative battery cable.
2. Raise vehicle and remove four O2 sensors, being careful not to damage.
3. Cut left side exhaust pipe 1/2" from weld to allow removal of cat. assembly (**See Fig. 1**).

NOTE: Before removing exhaust pipe/catalytic converter assembly determine the position of cat. inlet for re-installation. Either note measurements or mark bottom of floorboard with chalk to show catalytic location (Do not damage converters).

4. Unbolt and remove exhaust pipe/catalytic converter assembly.
5. With catalytic assembly removed from vehicle, cut right side exhaust pipe off from catalytic converter approximately 1/2" ahead of weld (**See Fig. 1**).

• RIGHT SIDE

1. Remove air inlet from intake manifold.
2. Remove spark plugs.
3. Remove manifold.
4. 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.

5. Re-install dual catalytic forward assembly and use a 1" spacer (piece of wood, etc.) to provide the proper clearance between the catalytic and the crossmember.
6. Install right extension to catalytic (slip over the catalytic nipple) and bolt onto right T.E.S. manifold with donut gasket in place.
7. Tighten flange bolts. Be sure to locate donut gasket with equal space all around for the best seal (**See Fig. 2**).

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.

8. Re-install air inlet.

• LEFT SIDE

1. Remove spark plugs.
2. Unbolt E.G.R. flange from manifold.
3. Remove exhaust manifold.
4. 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. Tighten all bolts and nuts.

5. Re-attach E.G.R. tube.

NOTE: Our T.E.S. E.G.R. fitting uses the stock adapter.

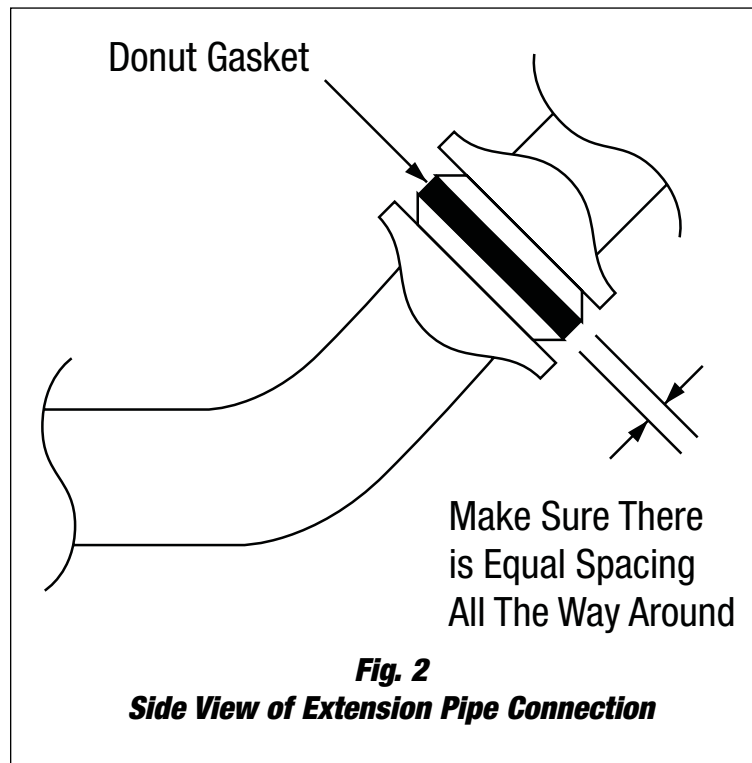
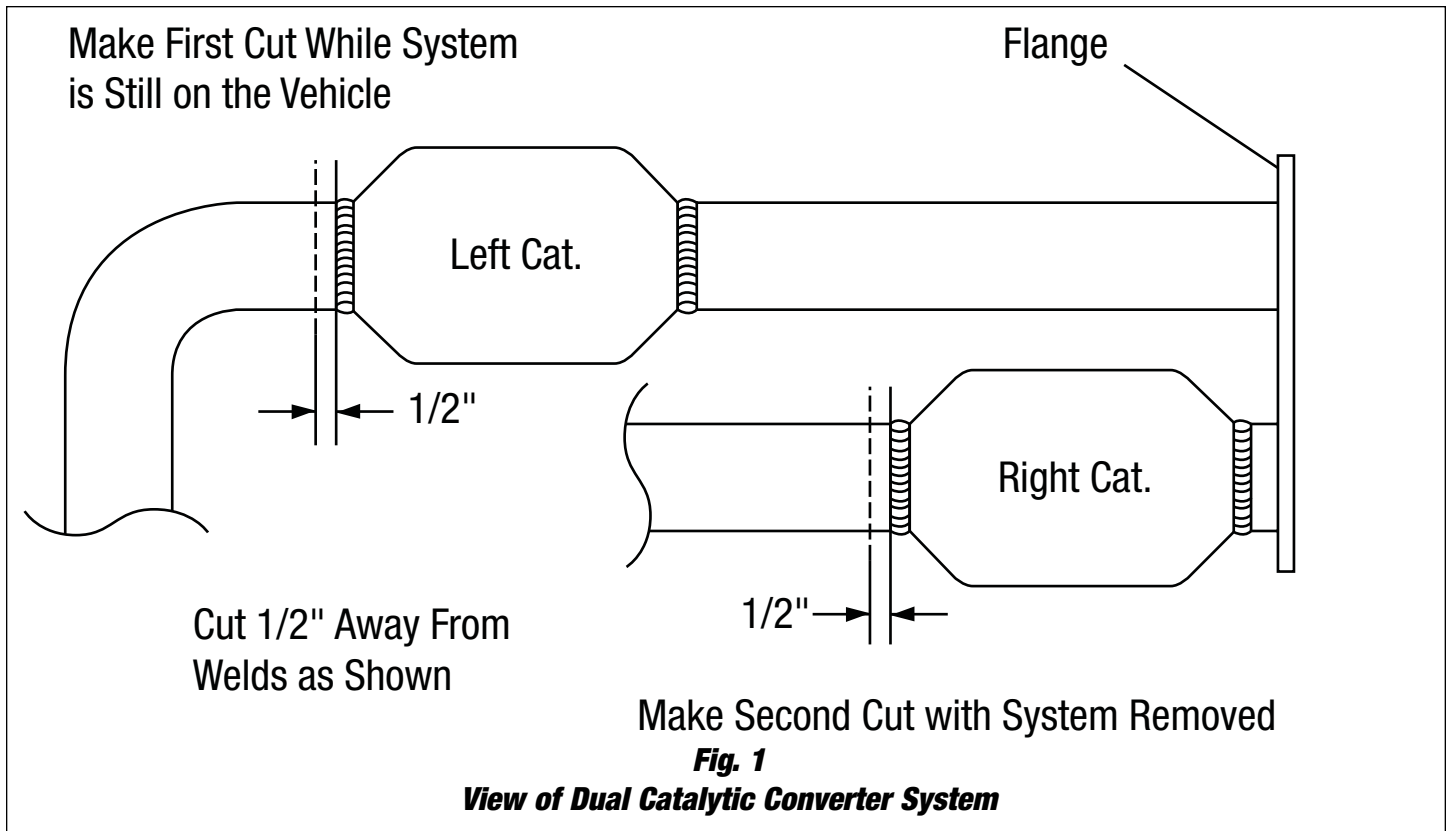
6. Install left crossover pipe with donut gasket over catalytic nipple and bolt onto T.E.S. Be sure to locate donut gasket with equal space all around for the best seal (**See Fig. 2**).
7. With everything in place, tack weld T.E.S. to catalytic.

NOTE: MIG welding is desirable but gas welding can be used.

8. After tack welding, remove assembly and complete weld.
9. Re-install assembly and tighten all bolts.
10. Replace spark plugs and wires.
11. Check all wires and lines for adequate clearance.

• 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.



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