TUBULAR EXHAUST SYSTEM

For 1987-1989 Chevrolet & GMC; Crewcab 3500 Series, 2 WD, 7.4L V8, Automatic Transmission, with A.I.R.

Catalog #66112, #66113

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**. 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 AMC V8 engine. A performance gain can be expected by the installation of the system. This system does not require welding for installation and retains all O.E.M. emissions equipment.

Suggested Tools Needed for Installation: This installation includes addition of a heat shield to protect fuel lines from excessive heat, which requires that two 1/4" holes be drilled into the vehicle's chassis. Be sure that a drill, drill bits, and power source are available before beginning installation. Some applications also require that six of the eight spark plug wire ends be changed (new wire ends supplied with kit). A spark plug terminal crimping tool or equivalent will be required. This vehicle has some metric fasteners.

- ❑ 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.
- ❑ Drill and 1/4" drill bit
- ❑ Tin snips
- ❑ Liquid penetrant, (GM #1052627) 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.

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.

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- **DISASSEMBLY - RIGHT SIDE**

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. Remove air cleaner system (note position of line and hose connections).
4. Disconnect A.I.R. injection tube from exhaust manifold and remove diverter valve (if applicable).
5. Disconnect spark plug wires, remove spark plugs, and remove the first and second plug wire brackets.
6. Remove dipstick and both sections of dipstick tube.
7. Drain coolant (save for re-use, if desired), disconnect temperature sensor wire, and remove temperature sensor from head.
8. Remove bolts and exhaust manifold .
9. Remove knock detector wire and knock detector from side of engine block.
10. Remove starter and starter shield. **NOTE:** Starter shield may have to be modified prior to re-installation on some applications ***(see Figure 1)***.

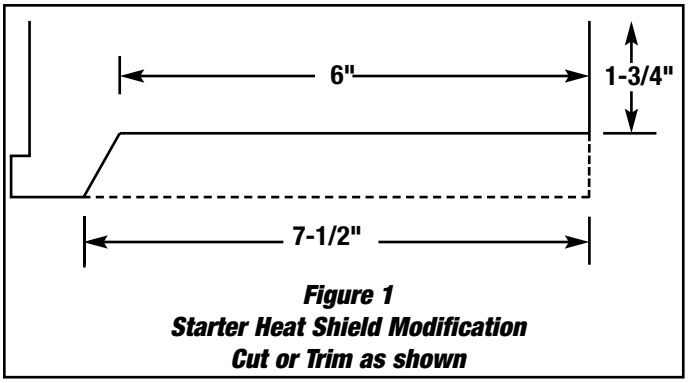

Figure 1
Starter Heat Shield Modification
Cut or Trim as shown

- **DISASSEMBLY - LEFT SIDE**

1. Remove air conditioning compressor support bracket.
2. Disconnect A.I.R. (air injection reactor) tube from exhaust manifold (if applicable).
3. Remove left nut holding A.I.R. crossover tube to rear of engine and loosen nut on right side. This will allow tube to be moved off left stud and up out of the way (if applicable).
4. Remove shift rod pin at steering column arm and move shift rod back against firewall. Note or mark location of parts removed to facilitate re-assembly.
5. Disconnect spark plug wires and remove spark plugs to avoid damage while installing TES.
7. Remove bolts and exhaust manifold.
8. Clean exhaust flange surfaces on cylinder heads at this time.

- **DISASSEMBLY - CROSSOVER PIPE**

1. Raise vehicle and support with jackstands.
2. Remove O2 sensor, being careful not to rupture or destroy the unit.
   WARNING: Do not clean this unit in any cleaning solvent and do not rupture wire.
3. Making sure the converter (or muffler) is cool, remove the exhaust crossover pipe. You may find it helpful to clamp the converter (or muffler) to the crossmember using pieces of wood and C-clamps. This will allow you to "work" the crossover pipe loose from the converter more easily. If the pipe is frozen to the converter, it can be heated with a propane torch (or equivalent) to help loosen the joint.

- **ASSEMBLY - RIGHT SIDE**

NOTE: HEAT SHIELD MUST BE INSTALLED BEFORE THE RIGHT SIDE MANIFOLD.

1. Position heat shield in frame so that it will protect fuel lines from excessive heat. Drill 1/4" hole into the bottom of frame rail 3/8-inch in front of rubber snubber on 4W.D. models and 1 inch from the outside edge of frame. Drill another 1/4" hole 5 inches in front of the first hole, also 1 inch from the outside of frame. Install heat shield using 1/4" nuts, bolts, and washers supplied. On 2W.D. models slip manifold into position and determine position fore and aft where shield must be placed. Next, drill a 1/4" hole 1" from the outside edge of frame. Drill another 1/4" hole 5" in front of the first hole also 1" from outside of frame.
2. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
3. Install dipstick tube and right side T.E.S. manifold with dipstick protruding between A.I.R. log (if A.I.R. equipped) and flange (original location).
4. Install remaining bolts and lock washers.
5. Align all parts and tighten all right side bolts at this time.
6. Re-install starter and heat shield. Some models will require that the starter heat shield be trimmed as shown in Figure 1.

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7. Re-install knock detector and wire.
8. Re-install spark plugs and connect wires. **NOTE:** Some vehicles will require that new plug wire terminals and boots (supplied) are installed on cylinders #4, 6, and 8.
9. Remove A.I.R. check valves from original manifolds and re-install them on T.E.S. Re-connect all A.I.R. injection hoses at this time (if applicable).
10. Discard O.E.M. heat stove pipe and replace with flexible tubing supplied.

- **ASSEMBLY - LEFT SIDE**

1. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
2 Install left side T.E.S. manifold.
3. Install all bolts and washers on left side (do not tighten at this time).
4. Align all parts and tighten left side bolts and nuts at this time.
5. Re-install spark plugs and connect wires. **NOTE:** Some vehicles will require that new plug wire terminals and boots (supplied) are installed on cylinders #1, 3, and 7.
6. Re-install temperature sensor and wire.

- **CROSSOVER PIPE ASSEMBLY**

1. Slip new Edelbrock T.E.S. adapter into catalytic converter.
2. Install crossover pipe and Y-pipe assembly on vehicle using four 3/8" x 2" bolts with lock washers and donut gaskets supplied.
3. Install U-clamps and tighten all nuts and bolts.
4. Re-install O2 sensor. Use anti-seize on threads of sensor and torque to 30 ft./lbs. Re-route O2 sensor wire from wire loom to making sure all wires are clear of exhaust system.
5. Lower vehicle to the ground.
6. Re-fill radiator with coolant and re-connect battery.

- **CAUTION:** Before operating your vehicle, check to ensure that there is adequate clearance between all parts of your TES (including A.I.R. tubes) and all brake lines, fuel lines, spark plug wires, etc.

- **START ENGINE**

Start engine and bring to normal operating temperature while checking for any leaks. Let engine cool and re-tighten all connections.

KIT CONTENTS
Catalog #66112 (Ceramic-Coated), #66113 (Ti-Tech Coated)

Qty.	Description
❑ 1	Header left side #25-9454 (#66112)
❑ 1	Header right side #25-9453 (#66112)
❑ 1	*Header left side #25-9117 (#66113)*
❑ 1	*Header right side #25-9118 (#66113)*
❑ 1	Extension pipe right side #25-9640
❑ 1	Extension pipe left side #25-9641
❑ 1	Adapter extension #79-9642
❑ 1	O2 Sensor extension wire; 12”
❑ 1	U-Clamp; 2-1/2”
❑ 1	Flange connector
❑ 1	U-Clamp; 3”
❑ 2	Chevy V8 port gaskets
❑ 2	Donut gaskets; 2-1/2”

Qty.	Description
❑ 1	Flex tubing, heat stove to air cleaner
❑ 6	Spark plug terminals
❑ 6	Spark plug boots
❑ 1	Heat shield
❑ 4	Hardened washers; 3/8”
❑ 16	Hex header bolts; 3/8” - 16 x 1”
❑ 20	Lock washers; 3/8”
❑ 4	Hex bolts; 3/8” - 16 x 2”
❑ 2	Hex nuts; 1/4” -20 x 3/4”
❑ 2	Hex cap screws; 1/4” - 20 x 3/4”
❑ 2	Flat washers; 1/4”
❑ 2	Lock washers; 1/4”

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