



TUBULAR EXHAUST SYSTEM
Vehicle Applications: See Below
Catalog #67112, #67113
#67152, #67153

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 GM C.P.I. (Central Port Injection) 4.3L V6 engine. A performance gain can be expected by the installation of the system. This system requires no welding for installation and retains all O.E.M. emissions equipment.

APPLICATIONS:

Catalog #s 67112 / 67113 - 1996-1997 Chevy/GMC S-10/S-15 Pick-up, 4.3L V6, 2 W.D., Standard Transmission

Catalog #s 67152 / 67153 - 1998 Chevy/GMC S-10/S-15 Pick-up, 4.3L V6, 2 W.D., Standard & Automatic Transmissions

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

- 3/8" ratchet socket set with extensions and sockets
- Combination set of open-end wrenches
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- 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.

KIT CONTENTS

Catalog #67112 (Ceramic-Coated), #67113 (Ti-Tech Coated)

Catalog #67152 (Ceramic-Coated), #67153 (Ti-Tech Coated)

Qty.	PN	Description
<input type="checkbox"/> 1	25-9447	Header left side (#67112 & #67152)
<input type="checkbox"/> 1	25-9446	Header right side (#67112 & #67152)
<input type="checkbox"/> 1	25-9123	Header left side (#67113 & # 67153)
<input type="checkbox"/> 1	25-9078	Header right side (#67113 & # 67153)
<input type="checkbox"/> 1	25-9648	Y-Pipe assembly (#67152 & #67153)
<input type="checkbox"/> 1	25-9659	Y-Pipe assembly (#67112 & #67113)
<input type="checkbox"/> 1	25-9647	Extension pipe left side
<input type="checkbox"/> 2	-	Manifold port gaskets
<input type="checkbox"/> 2	-	Donut connector gaskets

Qty.	PN	Description
<input type="checkbox"/> 1	-	Catalytic converter flange gasket
<input type="checkbox"/> 1	-	2-1/4" U-Muffler clamp
<input type="checkbox"/> 11	-	3/8"-16 x 1" Hex header bolts
<input type="checkbox"/> 4	-	3/8"-16 x 2" Hex bolts
<input type="checkbox"/> 8	-	3/8" Flat washers
<input type="checkbox"/> 16	-	3/8" Lock washers
<input type="checkbox"/> 1	-	3/8" Ferry bolt
<input type="checkbox"/> 1	-	5/8" Spacer, 1-1/2" long
<input type="checkbox"/> 2	52-8097	O2 Sensor plugs

INSTALLATION INSTRUCTIONS

DISASSEMBLY OF EXHAUST PIPES

1. Disconnect battery.
2. Raise vehicle and support with jackstands.
3. Use penetrating oil on all nuts and bolts to be removed.
4. Remove O2 sensors and unbolt exhaust pipes from manifolds.
5. Unbolt from catalytic converter and remove assembly from vehicle.

DISASSEMBLY LEFT SIDE

1. Remove spark plugs and wires.
2. Disconnect E.G.R. tube from manifold under car.
3. Remove plastic cover on lower steering shaft. Remove bolt and slide shaft up and off steering box and push shaft aside.
4. Disconnect temperature wire from cylinder head.
5. Unbolt and remove stock manifold from top side.

DISASSEMBLY RIGHT SIDE

1. Remove spark plugs and wires.
2. Unbolt dipstick bracket from cylinder head, do not remove dipstick.
3. Unbolt and remove right side manifold from top side.

ASSEMBLY RIGHT SIDE

1. Start rear manifold bolt with gasket; lock and flat washers in place, then screw in leaving enough space to accept T.E.S. manifold. **Note:** Be sure spark plug clips do not interfere with manifold surface.
2. Place manifold into vehicle with dipstick between first and second primary tubes, slide manifold into position and start all bolts using lock washers provided. (Lock and flat washers on all slotted ends).
3. Re-attach dipstick to cylinder head using 1/4" bolt and 1/2" long spacer tube provided in kit.
4. Tighten all bolts at this time.

ASSEMBLY LEFT SIDE

1. Remove E.G.R. adapter in stock manifold and place it in T.E.S.
2. Start rear manifold bolt with gasket, lock and flat washers in place, and screw in leaving enough space to accept T.E.S. manifold. **Note:** Be sure the spark plug clips do not interfere with manifold surface.
3. Slide manifold into position and start all bolts using lock and flat washers on all slotted ends. Do not tighten yet. Use ferry bolt and spacer for radiator hose support bracket, tighten header.
4. Re-attach E.G.R. hose to manifold.
5. Re-attach steering shaft to steering box and replace cover.
6. Re-connect temperature sensor wire.
7. Install spark plugs and wires.
8. Replace air cleaner assembly.

ASSEMBLY OF EXTENSION PIPES

1. Raise vehicle and install both sides of extension pipes using both donut gaskets and catalytic converter gasket. Left side extension pipe uses flange connector. All provided in kit.
2. Once everything is lined up, tighten down all hardware on collectors and catalytic converter.
3. Replace O2 sensors in the locations that give best clearance to body, frame and transmission. Some wire rerouting may be necessary.
4. Use O2 plug provided in kit to plug unused O2 sensor position.
5. Re-connect battery and start car to bring up to normal operating temperature and check for leaks.
6. Turn engine off and let cool. Tighten all bolts again.



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