TUBULAR EXHAUST SYSTEM
Vehicle Applications: See Below
Catalog #68572, #68573
#68582, #68583
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**.

TUBULAR EXHAUST SYSTEM: These components are designed as a system to improve the exhaust efficiency of the GM T.B.I. (Throttle Body Injection) 5.7L 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.

APPLICATIONS:

Catalog #s 68572 / 68573 - 1987-1991 Chev./GMC K-5 Blazer & Jimmy, 5.7L V8 T.B.I., 4WD, Auto Transmission, without A.I.R.

Catalog #s 68582 / 68583 - 1987-1991 Chev./GMC K-5 Blazer & Jimmy, 5.7L V8 T.B.I., 4WD, Auto Transmission, with A.I.R.

Suggested Tools Needed for Installation: 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.
- ❑ Liquid penetrant (GM #1052627), anti-seize compound (GM #5613695)
- ❑ Hacksaw

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.

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.

DISASSEMBLY

1. Disconnect battery negative cable from battery.
2. Raise vehicle and support with jackstands.
3. Use penetrating oil on all nuts and bolts to be removed. This will prevent the possibility of broken or stripped nuts and bolts.
4. Making sure the converter is cool, remove the exhaust crossover pipe.
5. Lower vehicle to the ground.

• DISASSEMBLY - LEFT SIDE

6. Remove air cleaner system (note position of line and hose connections).
7. Disconnect A.I.R. (air injection reactor) tube from exhaust manifold (#68582/68583 only).
8. Remove air conditioner compressor rear support bracket (if air conditioning equipped).
9. Remove power steering pump support bracket (if power steering is applicable).
10. Disconnect spark plug wires and remove spark plugs.
11. 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.
12. Disconnect temperature sensor wire.
13. Remove bolts and exhaust manifold from top side.

• DISASSEMBLY - RIGHT SIDE

14. Disconnect A.I.R. injection tube from exhaust manifold (#68582/68583 only).
15. Disconnect spark plug wires and remove spark plugs.
16. Remove bolts and exhaust manifold from top side.
17. Clean exhaust flange surfaces on cylinder heads at this time.

• 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 from top side.
3. Install all but the front two bolts and washers on left side (do not tighten at this time).
4. Re-install rear power steering support bracket. Do not tighten at this time.
5. Re-install rear A/C support bracket with bolts, lock washers, and spacers supplied.
6. Align all parts and tighten left side bolts and nuts at this time.
7. Re-install spark plugs and re-connect wires on left side.
8. Re-install temperature sensor wire to temperature sensor.
9. 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 O2 sensor making sure all wires are clear of exhaust system (O2 sensor extension wire is included in kit).

• ASSEMBLY - RIGHT 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 right side T.E.S. manifold from top side.
3. Install remaining bolts, lock washers, and spacer tube for dipstick to clear exhaust flange.
4. Align all parts and tighten all right side bolts at this time.
5. Re-install spark plugs and re-connect wires.
6. Remove A.I.R. check valves from original manifolds and re-install them on T.E.S. With hose supplied in kit, re-connect all A.I.R. injection hoses at this time (#68582/68583 only).
7. Raise vehicle and support with jackstands.

• CROSSOVER PIPE ASSEMBLY

1. Carefully align and tap adapter tube into converter using a piece of wood or a mallet to protect the end of the adapter.
   NOTE: Be sure adapter goes all the way in, approximately 2-1/2".
2. Install crossover 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. **NOTE:** If shifting rod hits the left manifold when shifting into low gear, remove the rod and straighten the bent section about 5° as required for clearance. This will also lengthen the shifting rod, and it will be necessary to cut off about 3/4" from the end of the rod to prevent interference with the exhaust system. ***See Figure 1***.
4. Check to be sure that all brake and fuel lines have adequate clearance.
5. Connect all parts including battery.
6. Start engine and bring up to normal temperature, then turn off and let cool.
7. When cool, re-tighten all manifold nuts and bolts.

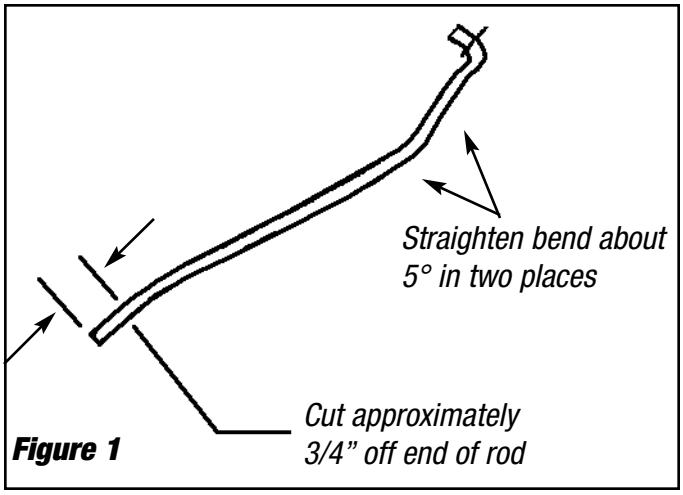

Figure 1

NOTE: *On some installations, the shifting rod may hit the left manifold when shifting into low gear. If this happens, the rod must be re-shaped to provide clearance as shown in this drawing. Also, approximately 3/4" must be cut off of rod.*

KIT CONTENTS
Catalog #68572, Catalog #68573 (Ti-Tech Coated)

Qty.	PN	Description
❑ 1	25-9331	Header left side (#68572)
❑ 1	25-9332	Header right side (#68572)
❑ 1	25-9027	Header left side (#68573)
❑ 1	25-9023	Header right side (#68573)

KIT CONTENTS
Catalog #68582, Catalog #68583 (Ti-Tech Coated)

Qty.	PN	Description
❑ 1	25-9429	Header left side (#68582)
❑ 1	25-9428	Header right side (#68582)
❑ 1	25-9028	Header left side (#68583)
❑ 1	25-9019	Header right side (#68583)
❑ 1	-	Hose (A.I.R.); 5/8" x 30"

KIT CONTENTS
Common to All Part Numbers

Qty.	Description
❑ 1	Extension pipe left side (#25-9555)
❑ 1	Extension pipe right side (#25-9527)
❑ 1	Pigtail 02 sensor; 12"
❑ 1	Flange connector
❑ 1	U-clamp; 2-1/4"
❑ 1	U-clamp; 3"
❑ 2	Chevy V8 port gaskets
❑ 2	Donut gaskets

Qty.	Description
❑ 4	Flat washers; 3/8"
❑ 12	Hex header bolts; 3/8" x 1"
❑ 2	Ferry bolts; 3/8" x 2-3/4"
❑ 1	Hex bolt; 1/4" x 1"
❑ 4	Hex bolts; 3/8" x 2"
❑ 1	Spacer tube; 3/8" O.D. x 1/2" Long
❑ 2	Spacer tubes; 5/8" O.D. x 1.530" long
❑ 16	Lock washers; 3/8"

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