



TUBULAR EXHAUST SYSTEM

For 1983-1988 Monte Carlo, L-69 High Output 5.0L V8
Catalog #68792, #68793

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 L-69 High Output 5.0 Litre V8 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.

Suggested Tools Needed for Installation: This vehicle has 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)

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 #68792 (Ceramic-Coated), #68793 (Ti-Tech Coated)

Qty.	Description
<input type="checkbox"/> 1	Header left side #25-9335 (#68792)
<input type="checkbox"/> 1	Header right side #25-9336 (#68792)
<input type="checkbox"/> 1	Header left side #25-9005 (#68793)
<input type="checkbox"/> 1	Header right side #25-9006 (#68793)
<input type="checkbox"/> 1	Extension pipe right side #25-9505
<input type="checkbox"/> 1	Extension pipe left side #25-9506
<input type="checkbox"/> 3	Spacer tubes; 5/8" O.D. x 1.530" long
<input type="checkbox"/> 1	Spacer tube; 5/8" O.D. x .72" long
<input type="checkbox"/> 1	Donut gasket
<input type="checkbox"/> 1	Muffler clamp
<input type="checkbox"/> 1	O2 Sensor pigtail; 12"
<input type="checkbox"/> 2	Chevy V8 port gaskets
<input type="checkbox"/> 2	Hex bolts; 3/8" - 16 x 2"

Qty.	Description
<input type="checkbox"/> 2	Hex bolts; 3/8" - 16 x 3"
<input type="checkbox"/> 12	12 pt. Ferry bolts; 3/8" - 16 x 3"
<input type="checkbox"/> 16	Lock washers; 3/8"
<input type="checkbox"/> 4	Flat washers; 3/8" AN
<input type="checkbox"/> 12	Hex header bolts; 3/8" x 1"
<input type="checkbox"/> 4	Hardened flat washers; 3/8"
<input type="checkbox"/> 1	Connector flange
<input type="checkbox"/> 1	O2 Sensor plug
<input type="checkbox"/> 1	90° Spark plug wire boot
<input type="checkbox"/> 1	90° Spark plug wire terminal end
<input type="checkbox"/> 2	Hose connectors
<input type="checkbox"/> 1	Hose (A.I.R.) 16"

INSTALLATION INSTRUCTIONS

• DISASSEMBLY

1. Disconnect 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 catalytic converter.
5. Remove exhaust crossover pipe.
6. Lower vehicle to the ground.

• DISASSEMBLY - LEFT SIDE

1. Remove air cleaner system (note position of line and hose connections).
2. Disconnect A.I.R. (air injection reactor) tube from exhaust manifold.
3. Remove air conditioner compressor rear support bracket (if air conditioning equipped).
4. Remove power steering pump support bracket (if power steering is applicable).
5. Disconnect spark plug wires and remove spark plugs.
6. 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.

7. Disconnect temperature sensor wire at cylinder head.
8. Remove temperature sensor wire support bracket from valve cover bolt and lay wire back over engine.
9. Remove bolts and exhaust manifold from top side.
10. To install left side of system from the topside, disconnect steering column connector and lower slip tube down to steering box. **CAUTION:** Do not turn steering wheel or front wheels while this system is disconnected.

• DISASSEMBLY - RIGHT SIDE

1. Disconnect A.I.R. injection tube from exhaust manifold and catalytic converter tube.
2. Disconnect electrical connector and vacuum hoses from A.I.R. diverter valve assembly (note position of hose and electrical connections).
3. Remove A.I.R. pump feed hose from diverter valve assembly.
4. Remove nut from diverter valve support bracket at exhaust manifold and loosen alternator pivot bolt, then remove diverter valve assembly.
5. Disconnect spark plug wires and remove spark plugs.
6. Remove dipstick and tube from engine. **CAUTION:** Do not damage tube.
7. Remove bolts and exhaust manifold from top side.
8. 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. If disconnected, re-connect steering column coupler.
WARNING: Make sure coupler bolt is tight and check to see that steering wheel is in same orientation as prior to disassembly.
8. Form brake lines to clear TES pipes.
9. Re-install spark plugs and re-connect wires on left side.
10. Change spark plug wire ends and boots as needed.
11. Re-install temperature sensor wire support bracket and re-connect wire to temperature sensor.
12. 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

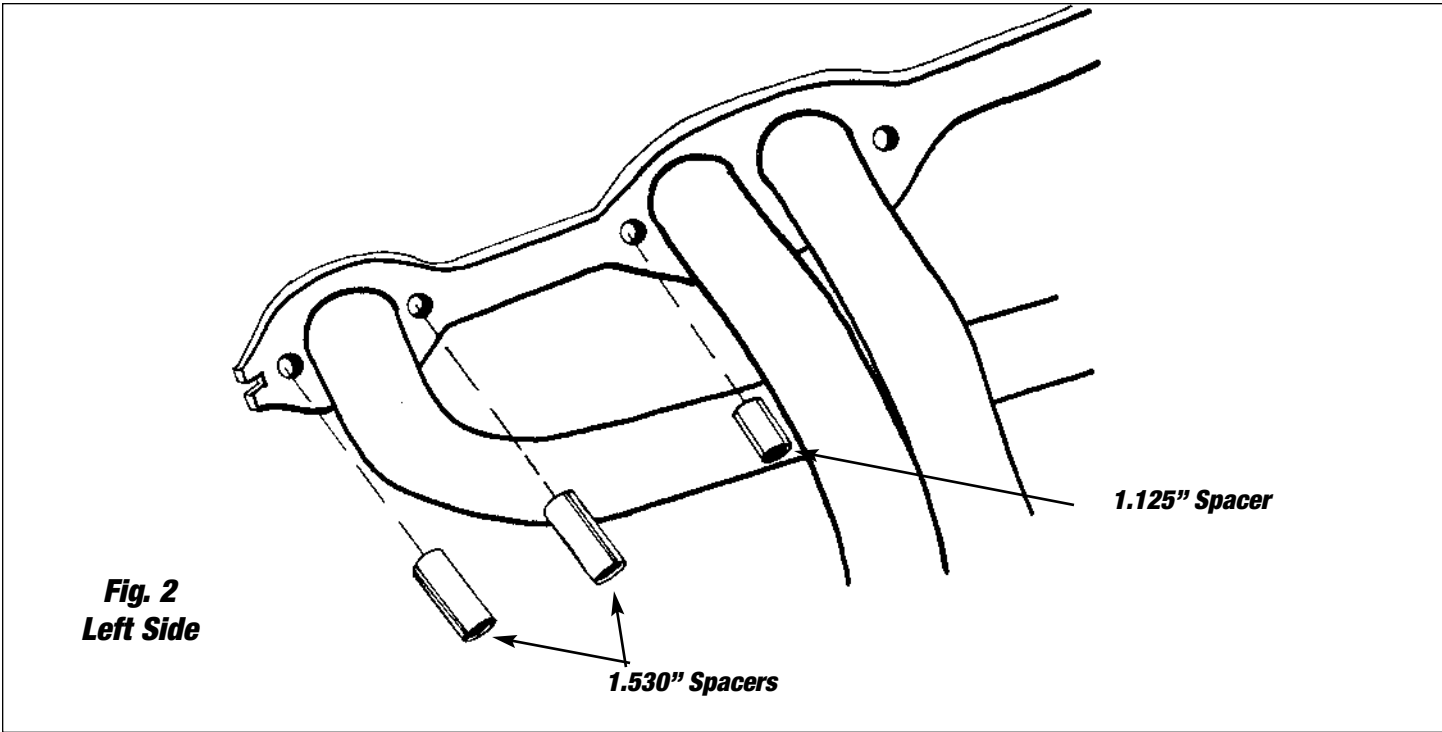
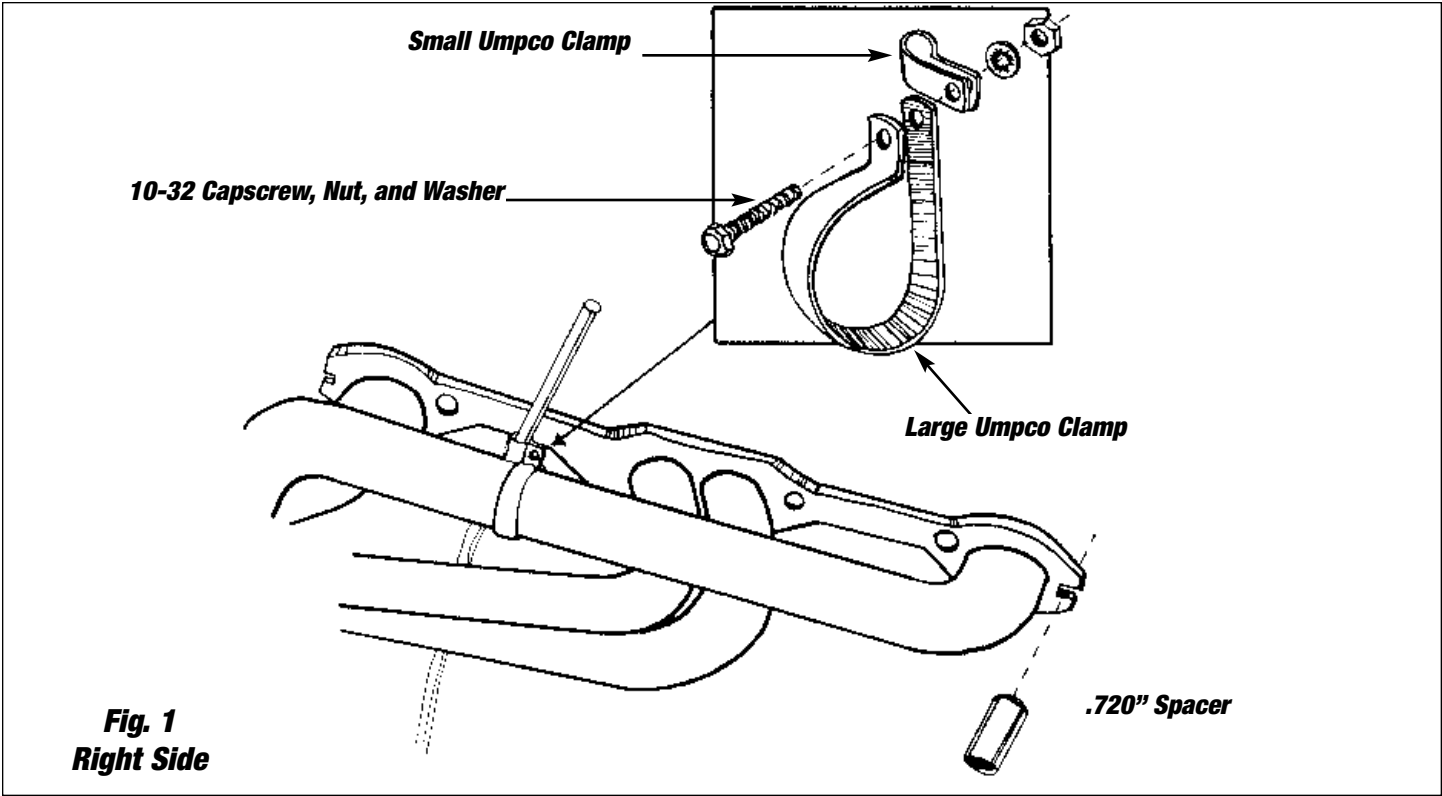
1. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
2. Install right side T.E.S. manifold and dipstick tube from top side.
3. Install remaining bolts, lock washers, dipstick and tube. Do not tighten bolts at this time.
4. Re-install O.E.M. front stud bolt with spacer (supplied). Align all parts and tighten all right side bolts at this time.
5. Re-install spark plugs and re-connect wires.
6. Change spark plug wire ends and boots as needed.
7. Re-install diverter valve assembly in front O.E.M. stud bolt and tighten.
8. Re-connect electrical connections and vacuum lines to diverter valve assembly.
9. Remove A.I.R. check valves from original manifolds and re-install them on T.E.S. Re-connect using rubber hose and connectors supplied in this kit.
10. Raise vehicle and support with jackstands.

• CROSSOVER PIPE ASSEMBLY

1. Assemble both lower pipes. Do not clamp tight at this point.
2. Rotate E.F.E. valve 180° from its original position (the diaphragm will now be facing to the rear of the vehicle).
3. Install crossover pipe assembly on vehicle with four 3/8" bolts, lock washers and gaskets supplied. Do not tighten at this time.
4. Form A.I.R. injection tube to catalytic converter. Align and tighten all bolts and clamps.
5. Be sure that all brake and fuel lines have adequate clearance.

• LOWER VEHICLE TO THE GROUND

1. Connect negative cable to battery. At this point, it would be a good idea to look everything over and make sure nothing was missed in assembly.
2. Start vehicle, bring up to normal operating temperature and check for possible leaks.
3. Turn engine off and let cool. Tighten all bolts again.



Edelbrock Corporation, 2700 California St., Torrance, CA 90503
Tech Line: 1-800-416-8628
E-Mail: Edelbrock@Edelbrock.com