



TUBULAR EXHAUST SYSTEM (T.E.S.)
Catalog #6893 - 1993 Camaro/Firebird, 5.7L V8,
Standard and Auto Transmission, with A.I.R.
Catalog #6894 - 1994-1995 Camaro/Firebird, 5.7L V8
Standard and Auto Transmission, with A.I.R.
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Tubular Exhaust System (TES). If you have any questions or problems, please call our Technical Hotline: 1-800-416-8628, 7am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at: edelbrock@edelbrock.com.

DESCRIPTION: These components are designed as a system to improve the exhaust efficiency of the GM 350 c.i.d. V8 engines. A performance gain can be expected by the installation of the system. This system requires welding for installation and retains all O.E.M. emissions equipment.

SUGGESTED TOOLS FOR INSTALLATION: This vehicle has some 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
- Hack saw
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)

SPECIAL NOTICE: This Edelbrock part has received an Executive Order number (E.O.) from the California Air Resources Board (C.A.R.B.) making it legal for street use on pollution-controlled motor vehicles in all 50 states. To assist you with emissions equipment certification, we have included a silver fan shroud decal to verify that this part is a legal replacement part on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed to your fan shroud next to the existing emission and engine specification decal. Do not cover your original equipment specification decal with the Edelbrock fan shroud decal.

WARNING: The use of "Thermal Wrap" or any aftermarket coating process will void the warranty on your Tubular Exhaust System. Those products can cause excessive heat and moisture buildup resulting in corrosion and early failure of the system.

NOTES: The paint used on non-coated T.E.S. is for protection during shipping and storage and will burn off soon after the engine is started. Those who desire a longer lasting finish should sand blast the T.E.S. to remove the original paint, then apply high temperature header paint, such as VHT, available at most auto parts stores. High temperature spark plugs wires and boots are recommended to withstand heat from T.E.S.

INSTALLATION INSTRUCTIONS

1. Disconnect negative battery cable.
2. Raise vehicle and remove O2 sensors from right and left sides being careful not to damage.
3. Unbolt and remove exhaust pipe/catalytic converter assembly. Before removing exhaust pipe/catalytic converter assembly determine the position of catalytic inlet for re-installation. Either note measurements or mark bottom of floorboard with chalk to show catalytic location (Do not damage converter).

DISASSEMBLY AND ASSEMBLY

Right Side

1. Disconnect and remove alternator.
2. Remove spark plugs.
3. Disconnect A.I.R. fitting from manifold.
4. Remove dipstick and tube assembly.
5. Unbolt E.G.R. flange from manifold (#6894 only).
6. Remove manifold.
Note: At front of cylinder head are two manifold boltholes. Forward hole will be used to re-attach alternator support bracket. Hole #2 will be used to secure your new T.E.S. manifold.
7. Install T.E.S. flange gasket and one 3/8-16 x 1" bolt, lock washer and flat washer at rearmost bolthole (leave bolt loose enough to accept T.E.S.).
8. Place manifold into position from underneath vehicle and start one bolt at front.
Note: Use flat washers at slotted ends and lock washers on all bolts.
9. Using 1-1/8 long spacer tube, 3/8 x 2-1/4 12-point head cap screw and 3/8 lock washer, re-attach alternator support bar to forward bolthole in cylinder head (do not tighten).
10. Install all manifold bolts and tighten.
11. Re-attach E.G.R. tube (#6894 only).
12. Re-install spark plugs and wires.
Note: Alternator and dipstick tube must be removed for future spark plug changes.
13. Re-install alternator and A.I.R. fitting. Use A.I.R. adapter fitting and kit, if necessary.
14. Re-install dipstick tube.
15. Take wire pack (wrapped with aluminum tape) out of plastic clip on crossmember and re-position toward front of vehicle for additional protection from heat. Use tie wrap (in kit) to secure.

Left Side

1. Remove spark plugs.
2. Unplug temperature sensor wire connector.
3. Remove plastic cover around lower steering shaft. Steering shaft must be removed for installation of T.E.S.
4. Remove by unbolting at top of upper universal joint and bottom of lower universal joint. Slip upper joint up steering shaft while sliding lower joint off steering box serrated shaft.
5. Disconnect A.I.R. hose.
6. Remove exhaust manifold.
7. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer and flat washer at rearmost bolthole (leave bolt loose enough to accept T.E.S.).
8. Place manifold into position from above. Start all manifold bolts, and washers, then tighten.
9. Replace steering shaft and plastic cover.
10. Replace water temperature wire.
11. Replace spark plugs and wires.
12. Re-install A.I.R. fittings (use A.I.R. adapter fitting in kit, if necessary).

Extension Pipe

1. Cut O.E.M. exhaust pipe approximately 1/2" to 3/4" in front of the catalytic.
2. Bolt catalytic back into vehicle with front in original location.
3. Install T.E.S. pipe over catalytic inlet and bolt to T.E.S. manifold using donut gaskets provided.
4. With everything in place, tack weld T.E.S. to catalytic.
Note: Tig welding is desirable but gas welding can be used.
5. After tack welding, remove assembly and complete weld.
6. Re-install assembly and tighten all bolts.
7. Check all wires and lines for adequate clearance.

FINAL INSPECTION

1. Check all hydraulic, vacuum, and fuel lines 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 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.

KIT CONTENTS

Qty.	Part #	Description	Qty.	Part #	Description
1	25-9070	Manifold Left Side	12	-	Hex Header Bolts; 3/8" x 1"
1	25-9071	Manifold Right Side (#6893)	1	-	Spacer Tube; 5/8" s 1-1/8" Long
1	25-9075	Manifold Right Side (#6894)	4	-	Hex Capscrews; 3/8" x 2"
1	25-9583	Extension Y-pipe	1	-	Hex Capscrews; 12-point head, 3/8" x 2-1/4"
2	-	Chevy V8 Port Gaskets	16	-	Lock Washers; 3/8"
2	-	Donut Gasketss; 2-1/2"	1	-	Tie Wrap; 11"
4	-	Flat Washers; 3/8"	2	-	Fittings; A.I.R. Adapter

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