TUBULAR EXHAUST SYSTEM
CATALOG #6883/#7983
1986-1993 Ford Mustang /Mark/Capri with 5.0L V8
Equal Length TES Headers
INSTRUCTIONS

- **PLEASE study these instructions carefully before installing your new *Tubular Exhaust System* (TES). If you have any questions or problems, do not hesitate to contact our Technical Hotline at : 1-800-416-8628.**

- **TUBULAR EXHAUST SYSTEM:** These components are designed as a system to improve the exhaust efficiency of the Ford 5.0L 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 FOR INSTALLATION:** This vehicle has some metric fasteners
  Sockets- 7/16", 1/2", 9/16", 5/8", 11/16"
  Screwdriver- straight blade
  Wrenches- 7/16", 1/2", 9/16", 11/16"
  Wire cutters
  Pliers
  Ratchet- 3/8 drive
  Extension- about 10"
  Universal 3/8 drive
  Ratchet- 1/4" drive
  Extension- 3-6"
  Jackstands, screwdrivers, pliers, crescent wrench, hacksaw, etc.
  Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)

- **WARNING:** The use of "Thermal Wrap" materials will void the warranty on your *Tubular Exhaust System*. Those products can cause excessive heat and moisture buildup resulting in corrosion of the system. If additional thermal isolation is desired, use the Edelbrock *Pro-Tech* coated TES #7983.

- **NOTE:** The paint used on non-coated T.E.S. (6800 & 6600 series) 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.

- **CAUTION:** Due to higher underhood temperatures generated by T.E.S., vehicles equipped with original spark plug wires should have them replaced with high temperature plug wires for longer life.

- **NOTE:** When cleaning any Edelbrock *Pro-Tech* coated TES, use only soap and warm water. The use of caustic solvents (Gunk, etc.) will mar or damage the Pro-Tech coating.

- **DISASSEMBLY**

1. Raise front of vehicle using the front crossmember to support the vehicle. Position jack stands under the crossmember. Drive up ramps may also be used to raise the front of the vehicle. Make sure parking brake is on and the rear wheels are blocked so vehicle cannot roll.
2. Loosen H-pipe from stock exhaust headers.
3. Remove the dipstick tube assembly, and clutch cable bracket from the left side of the engine.
4. Remove air intake tube, air cleaner cover and air flow sensor from the right side of the engine. Also remove the smog hoses from the same side.
5. Remove the stock exhaust headers and gaskets. Make sure the gasket surfaces are clean.
6. Take all the spark plugs out, remove plug wire holders from bolt posts on the valve covers. Label all plug wires for ease of reassembly.

- **LEFT SIDE INSTALLATION**

1. Put left side Bassani header into position. Jostle H-pipe to allow header to drop into place. Set H-pipe in place do not tighten.
2. Install supplied exhaust gasket in place between header and cylinder head. Install one bolt to hold gasket in place.
3. Install supplied header bolts. Tighten all bolts evenly.
4. Reinstall clutch cable bracket, spark plugs, plug wires, and dipstick tube assembly. Do not tighten H-pipe.
   NOTE: Bending of clutch cable bracket may be necessary for clearance.
   Left side is complete.
   NOTE: Use supplied Anti-Seize on all bolts. Apply liberally to collector socket to ensure proper seal with H-pipe.

- **RIGHT SIDE INSTALLATION**

1. Remove lower motor mount nut (right side only) and raise engine approximately 1".
2. Put right side T.E.S. header into position. Then lower engine block into position and reinstall motor mount nut. Put H-pipe into position (do not tighten).
3. Install supplied exhaust gasket in place between header and cylinder head. Install one supplied header bolt to hold gasket in place.
4. Install supplied header bolts. Tighten all bolts evenly.

- **SMOG HOSE ASSEMBLY**

1. Use hardware supplied as shown in Figure 1 for smog hose adaptation
   - #1 3/4" diameter extension hose, 5-1/2" long.
   - #2 3/4" diameter bent extension tube.
   - #3 2-#10 hose clamps
   - #4 5/16" x 18 bolt. hex nut, and lock washer.
   - #5 3" smog tube support bracket.
2. Replace upper stock smog hose (#1) with the one supplied in kit (3/4" I.D. x 5 1/2") using stock clamps
3. Cut upper stock smog hose in half to use at each end to accept (#2) 3/4" diameter bent extension tube (supplied in kit) to assemble bottom halt of smog pump. 2 additional hose clamps are needed.
4. Tighten clamps on smog hoses. Reinstall air intake tube, air flow sensor and air cleaner cover.
5. Tighten H-pipe to T.E.S. headers.
6. Start engine and check for any exhaust leaks. If everything is satisfactory, you are ready to go.
7. Check tightness of all header hardware after one day of operation.

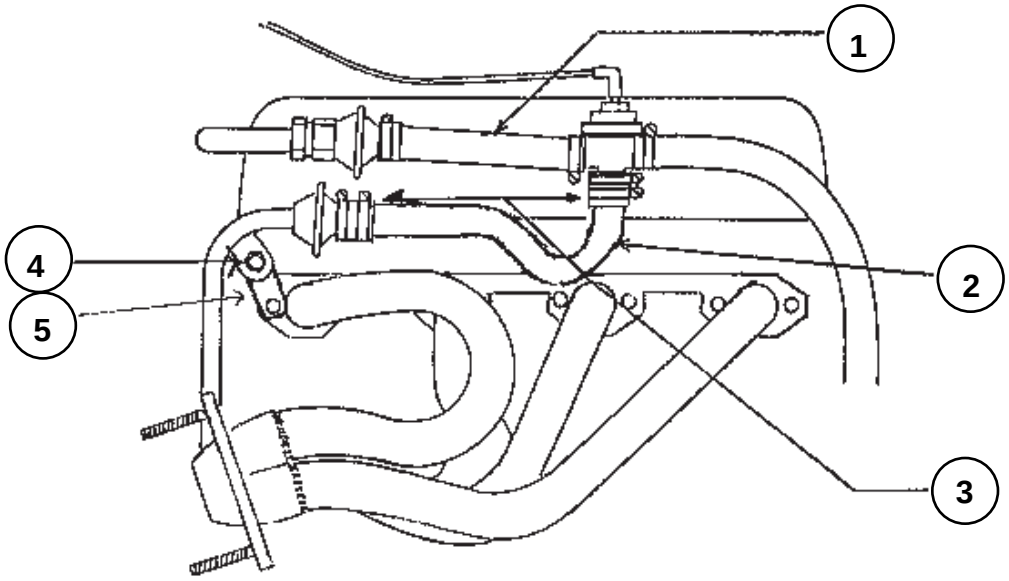

FIGURE 1

HARDWARE SUPPLIED

1 Manifold left side #25-9107	1 Hex nut; 1/4"-20
1 Manifold right side #25-9108	1 Hex bolt; 1/4"-20 x 3/4"
2 Bracket; A.I.R. tube	1 A.I.R. tube; zinc plated
16 Hex header bolts; 3/8" x 1"	1 Lock washer; 1/4"
1 Hose clamp; 11/16" 1-1/4"	16 Lock washers; 3/8"
2 Ford V8 port gaskets	4 Flat washers; 3/8"
1 Hose; 3/4" x 5-1/2"	

- **Please** complete and mail your warranty card. Be sure to write the model number of this product in the Part #____ space.

THANK YOU.