



# TUBULAR EXHAUST SYSTEM

for 1992 – 1998 Jeep Grand Cherokee, 5.2L V8, Auto Transmission, 4 W.D.

Catalog #66042, #66043

## 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 complete and mail your warranty card. Be sure to write the model number of this product in the "Part # \_\_\_" space. **THANK YOU.**
- **TUBULAR EXHAUST SYSTEM:** These components are designed as a system to improve the exhaust efficiency of the Jeep 5.2 Liter V8 engine. They are constructed of 409 HP stainless steel to better withstand the high heat present with the fuel injected engine, especially when used for towing or other heavy duty applications. The stainless steel used for these systems is much more durable than mild steel, although it does not appear different in appearance. These systems can be identified by the part numbers on each of the major components. Note that a magnet will stick to this type of stainless steel; magnetic attraction is not a valid test for these systems. 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.
- **SUGGESTED TOOLS 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
  - 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.
- **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 #66042 (Ceramic-Coated), #66043 (Ti-Tech Coated)

Qty.	Description
<input type="checkbox"/> 1	Manifold left side #25-9452 (#66042)
<input type="checkbox"/> 1	Manifold right side #25-9453 (#66042)
<input type="checkbox"/> 1	Manifold left side #25-9084 (#66043)
<input type="checkbox"/> 1	Manifold right side #25-9085 (#66043)
<input type="checkbox"/> 1	Y-pipe #25-9621
<input type="checkbox"/> 1	Crossover pipe #25-9620
<input type="checkbox"/> 14	Header bolts; 5/16"-18 x 1"
<input type="checkbox"/> 14	Lock washers; 5/16"
<input type="checkbox"/> 4	Lock washers; 3/8"
<input type="checkbox"/> 8	Flat washers; 5/16"
<input type="checkbox"/> 4	Hex capscrews; 3/8"-16 x 2"
<input type="checkbox"/> 2	Jeep V8 port gaskets
<input type="checkbox"/> 2	Donut gaskets
<input type="checkbox"/> 1	EGR gasket
<input type="checkbox"/> 1	U-clamp; 2-1/4"

- **DISASSEMBLY**

1. Disconnect negative battery cable.
2. Raise vehicle and remove O2 sensor from factory Y-pipe, being careful not to damage.
3. Remove bolts holding front universal joint on front drive shaft. Slip yoke back and move driveshaft over to driver side lower suspension arm and attach with wire or rope.

**Special NOTE:** If your Jeep has a front drive shaft that is held onto the front differential yoke with 6 bolts, you will need to remove them and the large center bolt in the transmission mount and raise the transfer case up. This will allow you to pull front end of shaft out of front differential yoke in order to remove stock Y-pipe assembly. When re-installing drive shaft, re-torque these bolts to factory specs.

4. Loosen transmission crossmember bolts to lower crossmember approximately 1/2".

**NOTE:** This will allow the Y-pipe assembly to be removed easily. Do not remove these bolts completely!

5. Remove oil filter from passenger side of engine.
6. Unbolt and remove Y-pipe assembly from the stock manifolds and catalytic converter.

**NOTE:** Removing the Y-pipe from the cat. may require heating with a torch.

- **RIGHT SIDE**

1. Loosen the band clamp holding the air conditioning accumulator and slide up out of clamp. Use care not to damage unit.
2. Remove spark plugs and heat shield tubes.
3. Unbolt E.G.R. flange from manifold.
4. Remove manifold heat shield. Remove manifold.
5. Remove center studs from cylinder head. You will be using the 5/16"-18 bolts and lockwashers supplied for re-assembly.
6. Install T.E.S. flange gasket and T.E.S. manifold from top. Install header bolts supplied, and leave loose enough to ensure proper alignment.  
**Note:** Use flat washers at slotted ends and lock washers on all bolts.
7. Re-attach E.G.R. tube (1996 only- install block-off plate supplied on T.E.S.).
8. Tighten flange bolts.
9. Re-install air conditioning accumulator. Use care not to damage unit.
10. Install spark plugs and wires with heat shield tubes.
11. Check all wires and lines for adequate clearance.

- **LEFT SIDE**

1. Remove air inlet tube from engine.
2. Remove air cleaner top and air cleaner element.
3. Remove manifold heat shield.
4. Remove spark plugs, wires, and shield tubes.
5. Remove center studs from cylinder head. You will be using the 5/16"-18 bolts and lockwashers supplied for re-assembly.
6. Remove exhaust manifold.
7. Install new manifold from bottom. Install header bolts supplied.  
**NOTE:** Leave loose enough to ensure proper alignment. Tighten all bolts.
8. Install spark plugs, wires and heat shield tubes.
9. Re-assemble air cleaner element and top.
10. Re-install engine air inlet tube.
11. Check all wires and lines for adequate clearance.

- **INSTALL Y-PIPE ASSEMBLY**

1. Install Y-pipe and crossover assembly using the new donut gaskets supplied.
2. Check for any clearance and alignment problems as you tighten all hardware.
3. Re-install O2 sensor.
4. Re-tighten crossmember bolts at this time.
5. Re-install front drive shaft and torque bolts to factory specifications.
6. Install oil filter and check engine for proper oil level.  
**NOTE:** We recommend a new filter at this time.

- **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 that 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.



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