



**Shorty Headers
For 2000-2002 Camaro/Firebird
5.7L LS1 V8, Auto/Manual Transmission
Catalog #65732 & #65733
INSTALLATION INSTRUCTIONS**

Please study these instructions carefully before installing your new Tubular Exhaust System. If you have any questions, please contact our **Technical Hotline at : 1-800-416-8628** from 7 am – 5 pm, Monday through Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

DESCRIPTION: These shorty headers are designed to improve the exhaust efficiency of the GM 5.7 Liter LS1 V8 engine. This system does not require welding for installation and retains all O.E.M. emissions equipment.

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.

Suggested tools needed for installation: This vehicle has some metric fasteners.

- 1/4" ratchet and socket set
- 3/8" ratchet socket set with extensions and universal 13mm and 15mm swivel sockets
- Combination of open-end wrenches
- Jackstands, screwdrivers, pliers, crescent wrench, etc.
- Liquid penetrant (GM #1052627 or equivalent); anti-seize compound (GM #5613695 or equivalent)

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 help testing personnel 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 build up resulting in corrosion and early failure of the system.

INSTALLATION INSTRUCTIONS

DISASSEMBLY:

1. Disconnect negative battery cable.
2. Raise vehicle and unplug all O2 sensors and carefully remove.
3. Starting with the driver's side, remove the three bolts on the inlet flange of the catalytic converter.
4. At mid-section of left side exhaust pipe is a two-bolt flange; unbolt and set catalytic converter aside.
5. On passenger's side, remove the three bolts on the inlet flange of the catalytic converter.
6. At mid-section of exhaust pipe is a two-bolt flange, unbolt and set catalytic converter assembly aside.

LEFT SIDE

1. Disconnect and remove spark plug wires.
 2. Disconnect A.I.R. assembly from stock manifold.
 3. Remove manifold bolts.
 4. Remove manifold from below.
 5. Install flange gasket and one 8mm bolt, lock washer, and flat washer at rear most bolthole (leave bolt loose enough to accept header).
 6. Place header into position from below. Start all bolts and washers, then tighten evenly starting with centermost bolts.
- Note: Use flat washers and lock washers on all bolts.

DISASSEMBLY - LEF SIDE (Continuation):

7. Install O2 sensor on new manifold. Use anti-seize compound on threads.
8. Replace spark plug wires.
9. Replace A.I.R. assembly using supplied gasket.

9. Install all manifold bolts and tighten.
10. Re-attach EGR tube (if equipped) using supplied gasket and 5/16" bolts and lock washers.
11. Re-attach spark plug wires.
12. Re-install dip stick tube.
13. Re-attach A.I.R. assembly.

RIGHT SIDE

1. Disconnect and remove spark plug wires.
2. Disconnect A.I.R. assembly from manifold.
3. Remove bolts from EGR flange, if equipped.
4. Remove dip stick.
5. Remove bolts from manifold.
6. Remove stock manifold from below.
7. Install flange gasket and one 8mm bolt, lock washer, and flat washer at rearmost bolthole (leave bolt loose enough to accept header).

Note: If your vehicle does not have an EGR, install supplied block off plate with gasket and two 5/16" bolts and lock washers (kit items) to header before installation.

8. Place header into position from below car and start one bolt at front. Note: Use flat washers and lock washers on all bolts.

FINAL ASSEMBLY

1. Using supplied 3/8-16 x 1 1/2" bolts, lock washers, flat washers, nut and catalytic converter flange gaskets, re-install catalytic converter assemblies.
2. Re-install all O2 sensors (use anti-seize compound).

FINAL INSPECTION

1. Check all hydraulic, vacuum, and fuel lines to ensure there is adequate clearance to TES 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.

PARTS LIST #65732 & 65733

Qty.	Part #	Description	Qty.	Part #	Description
<input type="checkbox"/> 1	25-9265	Manifold left side (Ceramic-Coated)	<input type="checkbox"/> 6	-	3/8"-16 Hex nuts
<input type="checkbox"/> 1	25-9266	Manifold right side (Ceramic-Coated)	<input type="checkbox"/> 6	-	3/8"-16 x 1-1/2" Hex bolts
<input type="checkbox"/> 1	25-9245	Manifold left side (Ti-Tech Coated)	<input type="checkbox"/> 6	-	Flat washers
<input type="checkbox"/> 1	25-9246	Manifold right side (Ti-Tech Coated)	<input type="checkbox"/> 14	-	5/16" Lock washers
<input type="checkbox"/> 12	-	Hex header bolts: 8mm x 1.25" x 30mm	<input type="checkbox"/> 12	-	5/16" I.D. x 1/8" thick Hardened washers
<input type="checkbox"/> 2	-	LS-2 V8 port gaskets	<input type="checkbox"/> 1	-	EGR gasket
<input type="checkbox"/> 1	-	Catalytic converter gasket (left)	<input type="checkbox"/> 2	-	A.I.R. gasket
<input type="checkbox"/> 1	-	Catalytic converter gasket (right)	<input type="checkbox"/> 6	-	3/8" Lock washers
<input type="checkbox"/> 2	-	5/16" x 1" Hex bolts	<input type="checkbox"/> 1	-	EGR Block-off plate



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