



## Tubular Exhaust System #6672

Applications: 1998-99 Chevrolet/Pontiac Camaro/Firebird; Z-28, T/A, & Formula, 5.7L LS1 V8, auto/manual transmission, (dual catalytic converters)

## INSTRUCTIONS

- **PLEASE** study these instructions carefully before installing your new Tubular Exhaust System (T.E.S.). 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 GM 5.7 Liter LS1 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 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 come with a coat of black paint for good looks and protection during shipping and storage, and they 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 t.e.s.t for these systems. A performance gain can be expected by the installation of the system. **This system does require 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.
  - 1/4" ratchet and socket set
  - 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 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 buildup resulting in corrosion and early failure of the system.
- **NOTES:** The paint used on 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 plug wires and boots are recommended to withstand heat from T.E.S.

### • **DISASSEMBLY**

1. Disconnect negative battery cable.
  2. Raise vehicle and unplug both O2 sensor cables.
  3. Starting with the driver's side, remove the three bolts on the inlet flange on the catalytic converter.
  4. At midsection 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 at the manifold/exhaust pipe connection.
  6. A two-bolt catalytic converter hanger assembly is at mid-car; remove bolts and separate cat. from hanger.
  7. At mid-intermediate-pipe is a slip fit connection. Loosen U-clamp and separate intermediate-pipe from the catalytic pipe. Now remove the whole unit from beneath and set aside.
5. Remove manifold from above.
  6. Install T.E.S. flange gasket and one 8mm bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
  7. Place manifold into position from above. Start all bolts and washers, then tighten.
  8. Install O2 sensor on new T.E.S. manifold. Use anti-seize compound on threads.
  9. Replace spark plug wires.
  10. Replace A.I.R. assembly using supplied gasket.

### • **RIGHT SIDE**

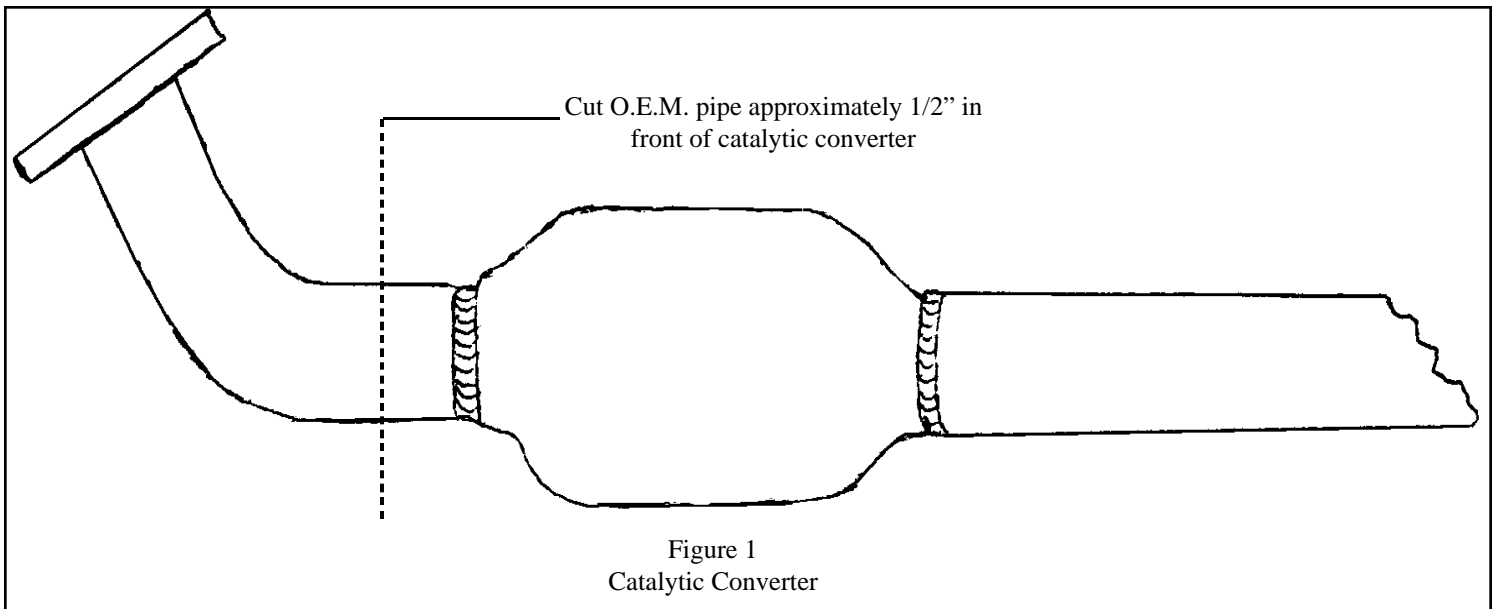
### • **LEFT SIDE**

1. Disconnect and remove spark plug wires.
2. Disconnect A.I.R. fitting from manifold.
3. Remove bolts from EGR flange.
4. Remove dip stick.
5. Remove O2 sensor.
6. Remove stock manifold from above.
7. Install T.E.S. flange gasket and one 8mm bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).

8. Place manifold into position from above car and start one bolt at front. **NOTE:** Use flat washers and lock washers on all bolts.
  9. Install all manifold bolts and tighten.
  10. Re-attach EGR tube using supplied gasket.
  11. Re-attach spark plug wires.
  12. Re-attach dip stick tube.
  13. Re-attach A.I.R. assembly.
  14. Re-attach O2 sensor.
- **EXTENSION PIPE**
    1. Cut right side O.E.M. exhaust pipe approximately 1/2" above the weld at the front of the catalytic converter. See figure 1.
    2. Bolt the extension pipe with donut gasket onto the T.E.S. manifold. Be sure to maintain equal spacing at donut gasket for proper seal.
    3. Bolt catalytic converter back into vehicle, making sure that catalytic converter sets in original position.
4. Bolt on left side catalytic converter (use flange gasket supplied).
  5. With everything in place and properly positioned, tack weld T.E.S. extension pipe to stock exhaust pipe in front of catalytic converter.
  6. After tack welding, remove assembly and complete weld.
  7. Re-install assembly and tighten all bolts.
- **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.

#### HARDWARE SUPPLIED

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|---|---|
| 1- Manifold left side 25-9144             | 3- Hex bolts; 3/8"-16 x 1-1/2"                |
| 1- Manifold right side 25-9145            | 2- Hex bolts; 3/8"-16 x 2"                    |
| 1- Extension pipe (right) #25-9658        | 5- Flat washers; 3/8"                         |
| 12- Hex header bolts; 8mm x 1.25" x 30 mm | 12- Lock washers; 5/16"                       |
| 2- LS-2 V8 port gaskets                   | 12- Hardened washers; 5/16" i.d. x 1/8" thick |
| 1- Donut gasket; 2-1/4"                   | 1- E.G.R. gasket                              |
| 1- Catalytic converter gasket             | 2- A.I.R. gasket                              |
| 3- Hex nuts; 3/8"-16                      |   |



- **PLEASE** complete and mail your warranty card. Be sure to write the model number of this product in the "Part #\_\_\_" space.

**THANK YOU.**