



TUBULAR EXHAUST SYSTEM
For 1994-1996 Chevrolet Impala SS
5.7L LT1 V8, Auto Transmission
Catalog #66032, #66033
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**.

TUBULAR EXHAUST SYSTEM: These components are designed as a system to improve the exhaust efficiency of the GM 5.7 Liter LT1 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 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 require welding for installation** and retains all O.E.M. emissions equipment.

Suggested Tools Needed for Installation: This vehicle has 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
- ☐ Jackstands, screwdrivers, pliers, crescent wrench, etc.
- ☐ Hacksaw
- ☐ Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)

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

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

INSTALLATION INSTRUCTIONS

• 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. Just behind driver's side catalytic is a two-bolt flange; unbolt and set catalytic converter aside.
NOTE: Leave O2 sensor plug in the drivers side catalytic assembly- there is no additional modification to this unit.

5. On passenger's side, remove the three bolts at the manifold/exhaust pipe connection.
6. Just behind passenger's side catalytic is a two-bolt connection and a counter-balance weight bracket. Remove both bolts and weight bracket and set unit aside.

NOTE: Remove O2 sensor plug from stock pipe on passenger side. A new T.E.S. extension pipe will take its place during installation.

• LEFT SIDE

1. Disconnect and remove spark plugs.
2. Disconnect A.I.R. assembly from stock manifold.
3. Remove manifold bolts.
4. Remove manifold from underneath car.
5. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
6. Place manifold into position from above. Start all bolts and washers, then tighten.
7. Replace spark plugs and wires.
8. Replace A.I.R. assembly.

• RIGHT SIDE

1. Disconnect and remove spark plugs.
2. Disconnect temperature sender.
3. Disconnect A.I.R. fitting from manifold.
4. Remove fan belt.
5. Remove alternator support bracket and set aside (bracket is located between back of alternator and manifold bolt #3).
6. Disconnect and remove alternator.
7. Remove dipstick.
8. Remove 1/2" bolt from EGR flange for disassembly of EGR.
9. Remove manifold bolts.

10. Remove manifold from underneath car.
11. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
12. Place manifold into position from above and start one bolt at front (use flat washers at slotted ends and lock washers on all bolts). **NOTE: Bending of the A/C line may be necessary to provide clearance. Be sure that re-routed line does not contact suspension components!**
13. Using 3/4" long spacer tube, 3/8"-16 x 2" header bolt and 3/8" lock washer, re-attach small alternator bracket in the forward-most bolt hole in cylinder head.
14. After referring to **Fig. 1**, install all manifold bolts and tighten except header bolt #4 (3/8"-16 x 1-1/4") which stays loose to accept large alternator bracket.
15. Re-attach EGR tube.
16. Re-attach dipstick tube.
17. Re-attach spark plugs and wires.
18. Re-attach small alternator bracket.
19. Install large alternator bracket provided in kit.
20. Install alternator and connect wires.
21. Re-attach fan belt.
22. Re-attach temperature sensor.

• EXTENSION PIPE

1. Bolt on left side catalytic using flange gasket supplied, three 3/8"-16 x 1-1/2" hex bolts, three 3/8" flat washers, three 3/8" lock washers, and three 3/8" hex nuts.
2. Plug in O2 sensor.
2. On right side, cut O.E.M. exhaust pipe approximately 1/2" in front of the weld on the catalytic converter.
2. Bolt the little extension pipe with donut gasket onto the T.E.S. manifold using two 3/8"-16 x 2" hex bolts.
3. Bolt right side catalytic converter back into vehicle, making sure that cat. sets in original position.
5. With everything in place and properly positioned, tack weld T.E.S. extension pipe to stock cat.
6. After tack welding, remove assembly and complete weld.
7. Re-install assembly and tighten all bolts.
4. Install O2 sensor using anti-seize compound on threads and plug in.

• **FINAL INSPECTION**

1. **Check all lines (hydraulic, vacuum, air conditioning and fuel) to ensure there is adequate clearance to T.E.S. components. Note especially a/c lines on right side; secure away from T.E.S.**
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.

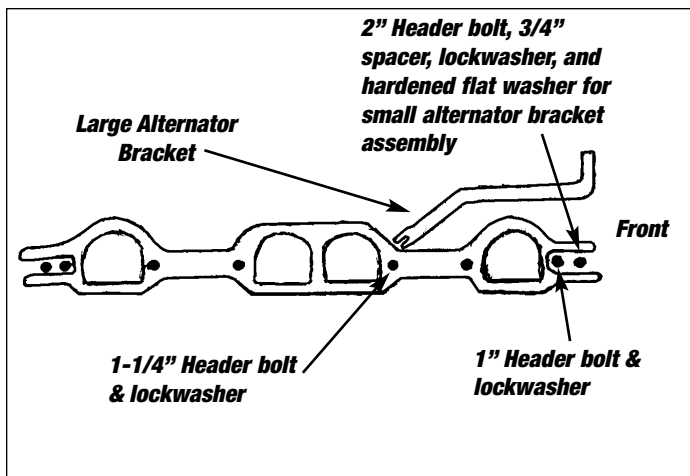


Fig. 1
Right Side Hardware Locations

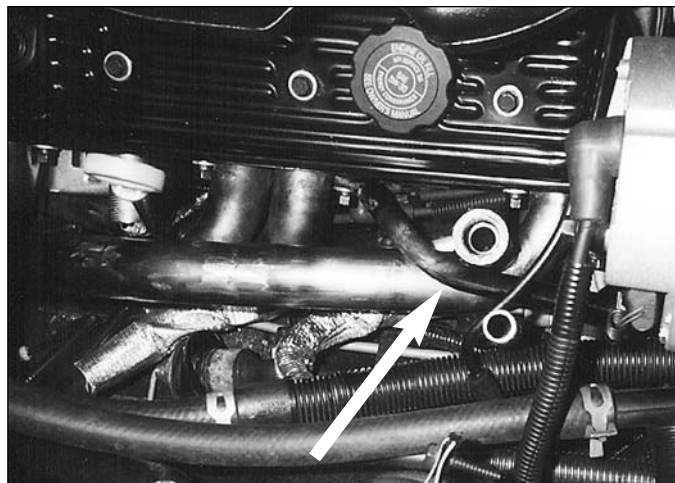


Fig. 2
Modified Large Alternator Brace Installed (Arrow)

KIT CONTENTS

Catalog #66032 (Ceramic-Coated), #66033 (Ti-Tech Coated)

Qty.	Description
☐ 1	Header left side #25-9313 (#66032)
☐ 1	Header right side #25-9314 (#66032)
☐ 1	Header left side #25-9090 (#66033)
☐ 1	Header right side #25-9091 (#66033)
☐ 1	Extension pipe right #25-9597
☐ 12	Hex header bolts; 3/8" - 16 x 1"
☐ 1	Hex header bolt; 3/8" - 16 x 1-1/4"
☐ 1	Hex header bolt; 3/8" - 16 x 2"
☐ 2	Chevrolet V8 port gaskets
☐ 1	Donut gasket; 2-1/4"

Qty.	Description
☐ 1	Catalytic converter gasket
☐ 3	Hex nuts; 3/8" - 16
☐ 3	Hex bolts; 3/8" - 16 x 1-1/2"
☐ 2	Hex bolts; 3/8" - 16 x 2"
☐ 1	Spacer tube; 5/8" O.D. x 3/4"
☐ 3	Flat washers; 3/8"
☐ 17	Lock washers; 3/8"
☐ 4	Hardened washers; 3/8" I.D. x 1/8" thick
☐ 1	Alternator bracket

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