



Edelbrock Header

For 1999-2005 GM, 1500/2500 Series Pick Up, Suburban, Tahoe, Yukon 4.8L/5.3L/6.0L V8 Auto, 2 & 4 WD, Dual Catalytic with A.I.R. and EGR Catalog #65012 (Ceramic) & #65013 (Ti-Tech)

INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Header. If you have any questions or problems, 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 fill out and mail your warranty card.

HEADERS: These components are designed to improve the exhaust efficiency of the GM C.P.I. (Central Port Injection) V8 engine. This system does not require welding for installation and retains all O.E.M. emissions equipment. These Edelbrock headers are street legal in all 50 states.

Suggested Tools Needed for Installation. This vehicle has metric fasteners:

- 3/8" ratchet socket set with extensions and universal 13mm and 15mm swivel sockets
- Set of combination wrenches
- 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 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 Headers. Those products will cause excessive heat and moisture buildup resulting in corrosion and failure of the header.

NOTE: *High temperature spark plug wires and boots are recommended to withstand heat from Headers.*

INSTALLATION INSTRUCTIONS

DISASSEMBLY

1. Disconnect negative battery cable.
2. Unbolt exhaust pipes from manifolds.

Right Side

1. Disconnect and remove spark plug wires.
2. Disconnect E.G.R. flange.
3. Disconnect A.I.R. flange.
4. Unbolt dip stick tube.
5. Unbolt and remove manifold.
6. Install flange gasket and header from top. Install header bolts, lock washers, and thick flat washers supplied, ensure proper alignment and tighten bolts.
Note: Thick washers are to be used on slotted holes of port flange.
7. Install E.G.R. flange using supplied gasket.
8. Install A.I.R. flange using supplied gasket (use factory hardware).

Left Side

1. Disconnect and remove spark plug wires.
2. Disconnect A.I.R. flange.

3. Unbolt and remove manifold.

4. Install flange gasket and header from top. Install header bolts, lock washers, and thick flat washers supplied, ensure proper alignment and tighten bolts.

Note: Thick washers are to be used on slotted holes of port flange.

5. Re-install spark plug wires.

6. Install A.I.R. flange using supplied gasket (use factory hardware).

Note: Due to production tolerances, it may be necessary to bend the motor mount heat shield for better clearance.

ASSEMBLY OF EXHAUST PIPE

Note: The stock donut on 4.8L & 5.3L gasket on right exhaust manifold will be re-used with headers.

This system comes with 2 exhaust crush rings. On 4.8L & 5.3L V8s, only one will be used on the left side collector. 6.0L vehicles will use one on the left side and one on the right side to replace factory-installed crush rings.

1. On 4.8L & 5.3L V8s - Remove the donut gasket from right side exhaust manifold. Using a pair of pliers, remove the retaining ring from the donut gasket and place the donut gasket in flare of factory exhaust pipe.
2. Using supplied hardware, re-attach the factory exhaust pipes to the headers and tighten bolts evenly to ensure a tight seal. (Note: The 7/16 x 2 bolts are to be used on the right side of 4.8L & 5.3L V8s and the 7/16 x 1 3/4 are for the left side of 4.8L & 5.3L V8s, or both sides on 6.0L V8).

FINAL INSPECTION

1. Check all lines (hydraulic, vacuum, air conditioning and fuel) to ensure there is adequate clearance to headers.
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

| Part #65012 (Ceramic-Coated) | | | | | |
|------------------------------|---------|-------------------------------------|------|--------|---|
| Qty. | Part # | Description | Qty. | Part # | Description |
| 1 | 25-9249 | Manifold left side | 6 | - | 7/16" Lock washers |
| 1 | 25-9250 | Manifold right side | 6 | - | 7/16" Hex nuts |
| 4 | - | Hex header bolts; 8mm x 1.25 x 30mm | 6 | - | 7/16" Flat washers |
| 8 | - | Hex header bolts; 8mm x 1.25 x 25mm | 1 | - | EGR gasket |
| 2 | - | Port gaskets | 14 | - | 5/16" Lock washers (Header flange) |
| 6 | - | 7/16" x 1-3/4 Hex bolts | 4 | - | Hardened washers (for header flange) slotted holes |
| 3 | - | 7/16" x 2 Hex bolts | | | |
| 2 | - | Exhaust crush rings | 2 | - | A.I.R. Flange gaskets |

| Part #65013 (Ti-Tech-Coated) | | | | | |
|------------------------------|---------|-------------------------------------|------|--------|---|
| Qty. | Part # | Description | Qty. | Part # | Description |
| 1 | 25-9227 | Manifold left side | 6 | - | 7/16" Lock washers |
| 1 | 25-9228 | Manifold right side | 6 | - | 7/16" Hex nuts |
| 4 | - | Hex header bolts; 8mm x 1.25 x 30mm | 6 | - | 7/16" Flat washers |
| 8 | - | Hex header bolts; 8mm x 1.25 x 25mm | 1 | - | EGR gasket |
| 2 | - | Port gaskets | 14 | - | 5/16" Lock washers (Header flange) |
| 6 | - | 7/16" x 1-3/4 Hex bolts | 4 | - | Hardened washers (for header flange) slotted holes |
| 3 | - | 7/16" x 2 Hex bolts | | | |
| 2 | - | Exhaust crush rings | 2 | - | A.I.R. Flange gaskets |

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