

**INSTALLATION INSTRUCTIONS
2" AND 2 ½" TURBO EXHAUST SYSTEMS
HARDTOP AND SEDANS ONLY**

Parts supplied with your system. Please check contents carefully before starting installation.

<u>Qty</u>	<u>Description</u>
2	Exhaust Pipes (designed to fit with stock-type manifolds or header system as specified)
2	Exhaust flanges
2	Exhaust gaskets
4	Rubber hangers and bolts
8	Exhaust clamps – or – 10 Header style system
1	H-pipe
2	Turbo mufflers
2	Tailpipes (Ref: photos #4, 5 and 6)

Before installing this system be certain that the long gas and brake lines are installed on the outside of the frame. All factory installed dual exhaust systems were designed to be set up this way. With a dual exhaust system if the lines are left on the inside of the frame there will be heat buildup in the gas and brake lines causing vapor lock and braking problems.

CAUTION: PLEASE READ THE FOLLOWING

- **This system cannot be used with frames that have been converted to rear spring pockets.**
- **The system is designed to be installed with the engine mounted in the stock position.**
- **The 2 ½" system will not work with the stock type manifolds and rack and pinion steering. The 2" system can be used with a 2" left hand truck manifold that will clear the rack and pinion steering. (Ref: Photo #1) Check the Shafer's Classic Reproductions parts catalog for the part number for this system.**
- **Some 605 steering systems will not clear the small block 2 ½" HiPo manifolds. Check with your dealer for more information.**
- **This system is designed to clear the original frame horns and a rear transmission cross member. (Ref: Photo #2)**
- **The system is designed to fit with a rear sway bar and rear shock bar. When installing a rear shock bar keep it as high in the frame as possible.**
- **The system is designed to be used with Headman style headers that exit under the stock frame horn area. (Ref: Photo #2)**

If either the 2" or the 2 ½" Rams Horn manifolds are being used, a heat riser or a straight through spacer must be used on the passenger side pipe. (Ref: Photo #3).

INSTALLATION

1. Install exhaust pipes (header or Rams Horn system). DO NOT TIGHTEN AT THIS TIME.
2. Install H pipe and mufflers using the supplied clamps. (Ref: Photo #7). Note that the centers of the mufflers are the inlets and the outlets are next to the frame. CAUTION: The 1955-1956 style left drivers side muffler bracket must be used. If installing on a 1957, remove the drivers side bracket. The two holes for mounting the 1955-56 style bracket already are drilled in the frame under the stock bracket. Using the 1955-56 style bracket will allow the offset of the muffler to be located next to the frame. This bracket is not supplied with the kit.
3. Hang the mufflers using the supplied rubber hangers. Turn the metal part on the rubber hanger 90° and attach to the outlet of the muffler with the supplied clamps. (Ref: Photo #8). DO NOT TIGHTEN AT THIS TIME.
4. Install the right and left tailpipes. If the body is on the frame, the rear of the car will have to be jacked up causing the rear end to hang down and the rear shocks will have to be removed. Insert the end of the tailpipe into the muffler marked "muffler end". DO NOT TIGHTEN AT THIS TIME. The tailpipes go over the rear end inside and parallel to the shock absorbers. (Ref: Photo #9). Do not install between the shocks and frame like the original pipes. The tailpipes mount to the outside of the frame at the rear of the car using the 1956-57 style frame bracket. (Ref: Photo #10). Use the two rubber hangers and clamps supplied. If installing the system on a 1955, these two brackets will have to be purchased. These two brackets need to be installed just behind the rear spring shackle mounts. (Ref: Photo #10).
5. Make all the final adjustments to the system. Start at the manifolds and work toward the rear. After final adjustments have been made and all fasteners have been tightened, cut the excess rubber off the rubber strap hangers.
6. To keep the exhaust looking like new, wipe down all the pipes and mufflers with a solvent to remove excess oil.



Photo 1

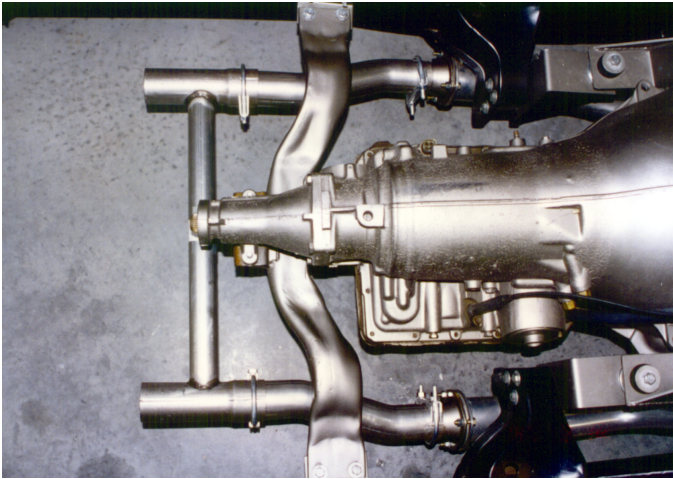


Photo 2



Photo 3



Photo 4



Photo 5 - Ram's horn system pictured

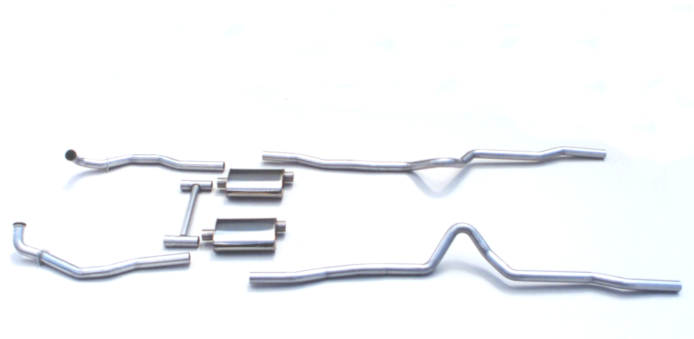


Photo 6

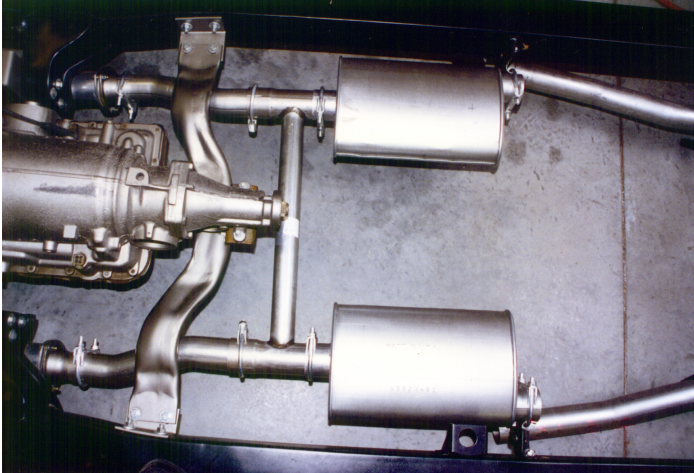


Photo 7

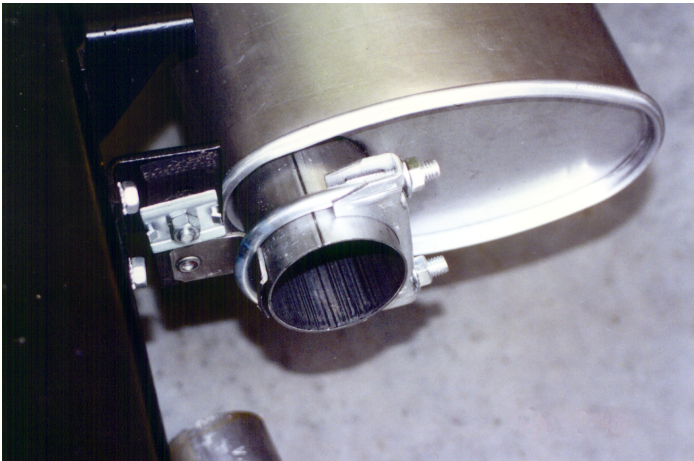


Photo 8

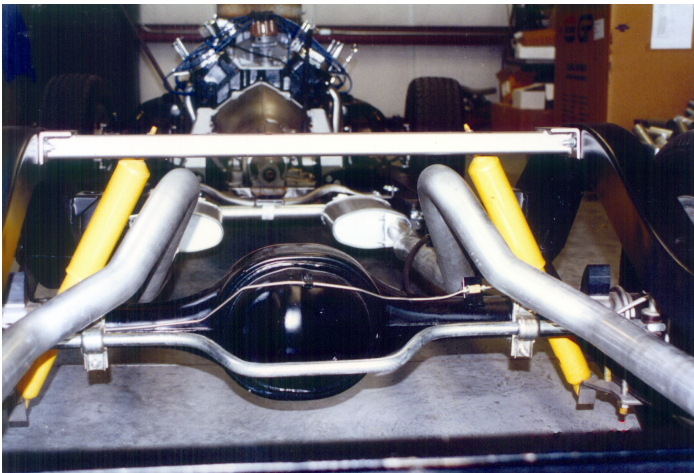


Photo 9



Photo 10