

1955-57 DUAL TURBO EXHAUST SYSTEM INSTALLATION



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

An exhaust system is the easiest way to gain horsepower and change the sound and entire impact of your classic car. There are many so called "bolt on kits" on the market that claim a direct fit with no cutting, welding or modifications. Most times when the kit arrives you find nothing more than a pile of elbows, mufflers and pipes. These systems will fit anything from a Pinto to the space shuttle.

The SCR exhaust systems that CCI carries are truly designed specifically for your vehicle. The pipes are CNC mandrel bent which gives a perfect fit every time. The mandrel-bent corners are not crushed like pipes formed on an exhaust pipe bender. Our SCR kits are complete; all pipes, mufflers, hangers, brackets, gaskets, donuts, flanges and clamps are in the kit. All clamps and hangers, in both aluminized and stainless steel systems, are made from rust-proof stainless steel. Installation of all of our turbo and Flowmaster kits is very similar. This article will show the installation of a small block rams horn system with the special left side exhaust pipe to work with the CCI rack and pinion kits.

Parts Needed:

24-248 Turbo 2" Exhaust System, Rams Horn w/Rack & Pinion

Catalog price Member price

18-414 Left 2" Small Block Exhaust Manifold For Rack & Pinion

24-200 Chrome Small Block Exhaust Manifold Bolts

18-178 Stainless Steel Exhaust Manifold Studs & Nuts

24-03 2" Heat Riser Delete

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

Jack Stands

1/2" Wrench

9/16" Wrench

9/16" Socket and Ratchet

Time Frame:

4 Hours



24-03



18-178



18-414



Photo #1: The coupler shaft for the rack and pinion will not allow the use of a center dump rams horn exhaust manifold on the driver's side.



Photo #2: Using the 1969-72 Chevy truck rear dump rams horn manifold **P/N 18-414**, it will be a breeze to connect an exhaust pipe to the manifold. It looks like GM made this manifold just for our application.

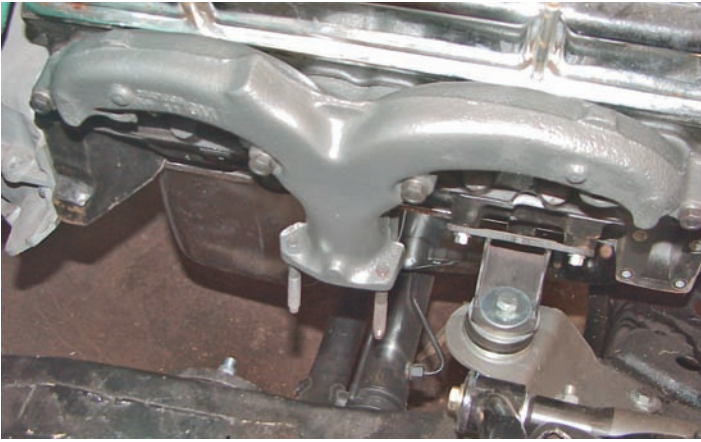


Photo #3: On the passenger side, there is plenty of clearance between the rack and pinion and a standard 2" center dump rams horn manifold. This manifold is readily available, used, from any early 283 or 327 or **P/N 24-297**.



Photo #4: The exhaust system includes two donuts, one gasket for the heat riser and two flanges for the exhaust pipes. We are installing new stainless steel studs and nuts **P/N 18-178** in our manifolds.

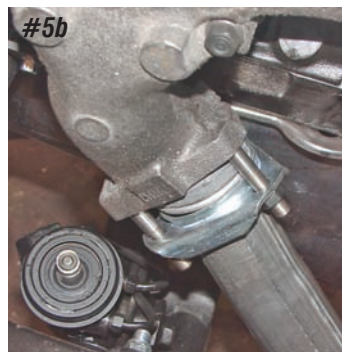


Photo #5a & 5b: The exhaust donut fits on the collar of the exhaust pipe and seats on the ring of the pipe for a leak-proof seal. The exhaust pipe flange includes a collar. When properly installed, the collar fits the ring on the exhaust pipe. Install the driver's side exhaust pipe to the manifold leaving the three nuts loose at this time.

Photo #6: The passenger side exhaust manifold always uses a heat riser. A heat riser **P/N 24-01** or heat riser delete **P/N 24-03** must be used to properly space the exhaust pipe so it will line up with the rest of the exhaust system.



Photo #7a & 7b: The heat riser or heat riser delete is flat on one side and concave on the other. The flat side fits the exhaust manifold and the concave side fits the exhaust pipe donut.

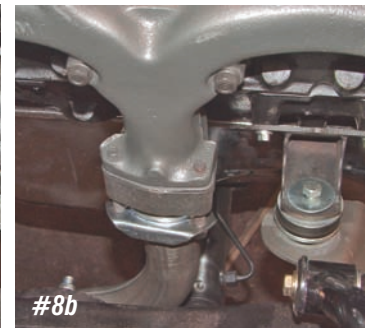
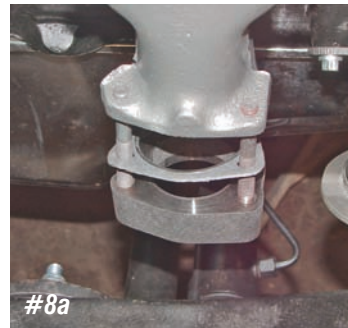


Photo #8a & 8b: The flat gasket included with the exhaust system seals the heat riser or heat riser delete to the exhaust manifold. With the heat riser or heat riser delete in place, install the passenger side exhaust pipe leaving the three nuts loose at this time.



Photo #9: Next, install the H-pipe. The front of the H-pipe will slip up over the exhaust pipes and is held to the exhaust pipes with a muffler clamps. This fully functional H-pipe improves horsepower by equalizing the exhaust pulses as close to the engine as possible.

Photo #10: Next, install the mufflers on the H-pipe. The mufflers are held to the H-pipe with the muffler clamps included. The forward inlet of the muffler is centered and the rear outlet is offset. The mufflers slip over the outside of the H-pipe with the outlets oriented toward the frame.



Photo #14a & 14b: The tailpipe hangers are held to the frame using stock dual exhaust tailpipe hanger brackets, also included in the new exhaust system. The brackets are bolted to the frame just behind the rear shackle mounts using one bolt into the frame. There are two holes in the frame; one for the mounting bolt and one for the locating tab on the bracket.

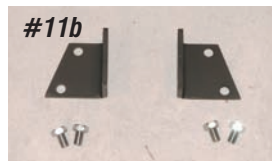


Photo #11a & 11b & 11c: The muffer hangers are held to the frame using stock dual exhaust muffer hanger brackets, which are included in the new exhaust system. The

brackets are bolted to the frame using two existing 5/16" holes. The new brackets come with two self-tapping bolts.

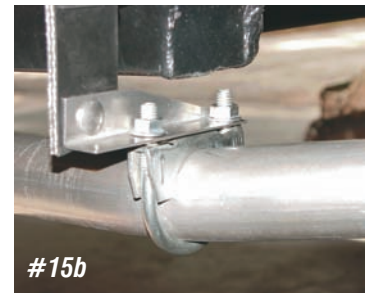
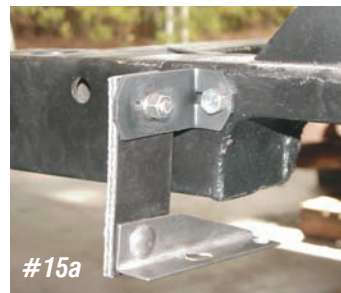


Photo #15a & 15b: The tailpipe hanger has a rubber strap with a steel tab to fit under the muffer clamp. Mount the hanger to the rear of the bracket and using the supplied muffer clamp, bolt the tailpipe in place. The tailpipes on the performance systems run between the rear end and the shocks while stock systems run between the shocks and the frame.

Photo #12: The muffer hanger has a rubber strap that bolts to the backside of the muffer bracket and is held to the outlet of the muffer with a muffer clamp.

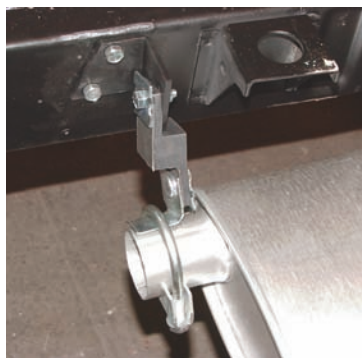


Photo #13: The tailpipes slip into the muffer outlets and are held to the mufflers using the same clamps on the muffer hangers.

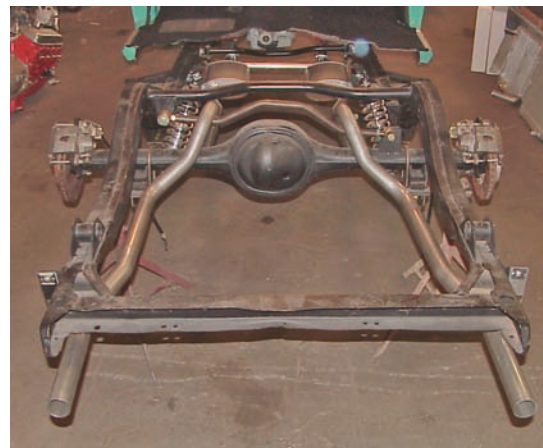


Photo #16: The tailpipes exit straight out the back of the car under the bumper. If you like '57-style corner exit tailpipes, those are available with the turbo and Flowmaster systems as well. The tailpipes are redesigned to work with the CCI rear shock bars and the new CCI coil-over shock conversion. With everything in place and adjusted to your liking, the muffer clamps and exhaust manifold studs may now be tightened. The new system will give the car a whole new sound and will improve low-end power and torque as well. Good Luck. ✓