

## INSTALLATION INSTRUCTIONS

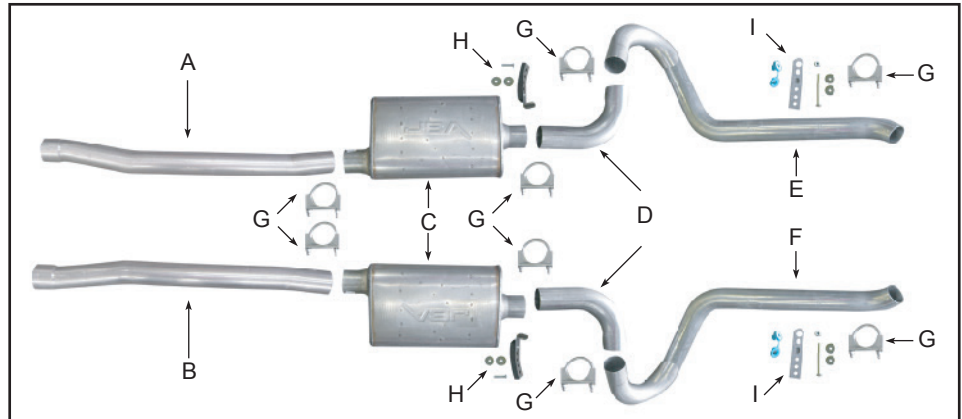
\*\*Installation recommendation: JBA recommends in most cases that the vehicle be taken to a reputable [exhaust](#) shop.

**40-2650x (customer supplied mufflers use offset inlet/center outlet 14" body) Not shown**  
**40-2650 (shown)**  
**40-2654**  
**40-2655**

**'65-'70 Mustang V8 with  
 JBA H-pipe**

Parts List:

A.	P/S intermediate pipe	1
B.	D/S intermediate pipe	1
C.	JBA muffler	2
D.	90° bend	2
E.	P/S tail pipe	1
F.	D/S tail pipe	1
G.	2-1/2" Clamp	8
H.	Universal Muffler hanger 2	
I.	Tailpipe hanger	1



**Start:**

Note-this system will not fit a convertible. Tail pipe installation should be performed with rear axle at ride height. (Suspension loaded)

Typically the stock exhaust system on early cars is long gone. These instructions contemplate the installation of a new JBA Exhaust System after the original exhaust system has been removed. This system is designed to work with a JBA H-Pipe built for your application.

1. Remove and inventory the JBA Exhaust System.
2. Disconnect the negative battery cable and allow the exhaust system to completely cool.
3. With the H-Pipe installed, and all exhaust removed from the car, slip the intermediate pipes onto the H-pipe. Orient them so the small single bend is flat, and pointing to the outside of the car. The int. pipe should be just below the seat belt bolt. If you have replaced your factory bolts, it may be necessary to shorten an aftermarket bolt. Allow at least a quarter inch clearance on the bolt.

4. Slip a muffler clamp on each exhaust pipe. Slip the mufflers on to the int. pipe. Align mufflers to be flat with the floor, maintain alignment with flat bend of the intermediate pipe. The muffler should have a minimum 1/2" clearance to the front floor hump, and a minimum 11/4" clearance on top.

5. Support the muffler temporarily. Universal hangers are supplied with the kit, or you can adapt your factory dual hangers. If using the universal hangers, self-tapping screws and fender washers are supplied. Position the hanger on the outlet tube of the muffler. Mark the floorboard at the center onto the S/T screw, slip the screw through the hanger at whichever hole you marked, slip another fender washer on the screw, and attach the hanger to the floor pan. Fasten the hanger to the muffler using a supplied clamp. Do both sides; be sure to match muffler heights.

6. The rear tail pipe hangers bolt through the rear frame where the shipping tie-down brackets bolt on. If your car has these brackets, they must be removed. Assemble the grommet onto the strap hanger. Slip a fender washer onto the 3 1/2" bolt. Slip the bolt through the frame at the forward hole. Slip the hanger/grommet assy. onto the bolt. Add another fender washer and a lock nut and tighten until grommet just starts to compress.

7. Slip the tailpipes over the axle. Install the small 90° bends, long side into the muffler. Drop the tail pipe onto the 90° bend. Align the tailpipe so that it fits into the notch in the floor pan, just inside of the shock. Allow at least 1/2" clearance on the floor.

8. On 2650 systems, position the end of the tailpipe approximately 3/4" below the valance panel and approximately 1/2" forward from the edge. (Adjust front to rear position at back of muffler.) Adjust to clear the 2 1/2" pipe and clamp. Usually a good smack with your hand against the tailpipe into the gas tank will gain the necessary clearance.

9. On 2653 systems, follow above instructions except position tailpipe tips through holes in rear valance. Align and adjust for depth. Secure with clamp to hanger.

10. Very Important- Once the tailpipes are secured with the rear clamp, the tails of the clamp bolts must be trimmed off so they don't hang up on the leaf spring.

11. Check the clearance of exhaust to floor and rear axle along the complete system. Securely tighten all clamps. Tack weld all slip joints.