

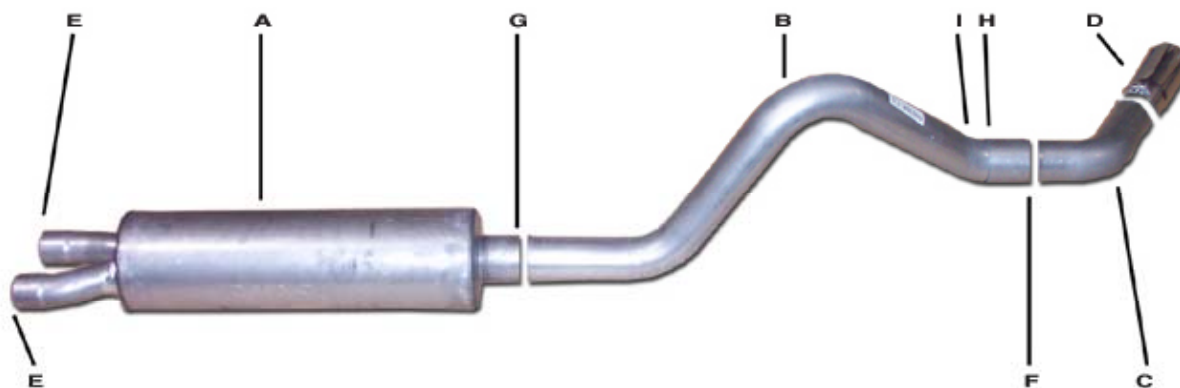


# INSTRUCTION MANUAL

## CAT-BACK SINGLE EXHAUST SYSTEM

94-02 DODGE TRUCK 8.0L-V10 2/4WD  
STANDARD & EXTENDED CAB, LONG BED

PART # 316510



ITEM	PART #	QUANTITY	DESCRIPTION
A	789800-D	1	SUPERFLOW MUFFLER
B	50030R-7.5	1	3" OVERAXLE PIPE
C	50032R-6	1	3" TURNOUT PIPE
D	500360	1	3.5" STAINLESS TIP
E	5756	2	2-1/4" CLAMP
F	0HD300	1	3" CLAMP
G	500457	1	REAR MUFFLER HANGER
H	08269	1	10" METAL HANGER
I	BO-101	1	BOLT KIT FOR HANGER

Thank you for purchasing our GIBSON EXHAUST SYSTEM for your vehicle.

If you need further assistance, please do not hesitate to call our Technical Department at (800) 528-3044, Monday through Friday, 8:00 am to 5:00 pm. 0903

# EXHAUST INSTALLATION #316510

WHEN INSTALLING THIS EXHAUST SYSTEM MAKE SURE TO USE PROPER SAFETY PRECAUTIONS. USE JACKSTANDS WHEN UNDER TRUCK, SET PARKING BRAKE, BLOCK TIRES AND USE SAFETY GLASSES AND GLOVES. DO NOT WORK WITH HOT PIPES!

## SUGGESTED TOOLS:

JACKSTAND, 15MM SOCKET, 9/16 SOCKET, 1/2 WRENCH, 1/2 SOCKET

1. LAY OUT THE GIBSON EXHAUST SYSTEM ON THE FLOOR SO IT LOOKS LIKE THE DRAWING.
  2. UNCLAMP YOUR STOCK MUFFLER AND TAILPIPE AND REMOVE, LEAVING ALL RUBBER GROMMETS IN PLACE.
  3. UNBOLT AND REMOVE STOCK REAR HANGER ON PASSENGER SIDE FRAME RAIL. INSTALL # H 10" HANGER TO FRAME RAIL IN EXISTING HOLE APPROXIMATELY 24" FROM REAR OF FRAME. USE NUT AND BOLT SUPPLIED AND MOUNT THROUGH 1ST HOLE FROM TOP OF 10" HANGER.
  4. CONNECT MUFFLER WITH INLET TOWARDS THE CONVERTER. USE A JACK STAND TO SUPPORT THE MUFFLER AND CONNECT #E CLAMPS.
  5. INSTALL THE OVERAXLE TAILPIPE AND CONNECT TO THE MUFFLER, USING #G CLAMP. (DO NOT TIGHTEN).
  6. INSTALL THE TURNOUT PIPE AND THE CLAMP USING # F TO THE 10" HANGER AT THE SLIP FIT CONNECTION.
  7. INSTALL THE STAINLESS STEEL TIP. TO CLEAN STAINLESS TIPS USE A SCOTT BRITE PAD AND ANY STAINLESS STEEL OR ALUMINUM CLEANER.
  8. WHEN YOU HAVE EVERYTHING IN PLACE, FIRMLY TIGHTEN ALL BOLTS AND CLAMPS DOWN SECURELY.
- MAKE SURE YOU HAVE A 1" CLEARANCE ON ALL PIPES FROM ALL SHOCK BOOTS, TIRES, ETC, AND 2" FROM RUBBER BRAKE LINES.

**From:** Rich Reuschling [mailto:triggercontrol@msn.com]  
**Sent:** Sunday, October 24, 2004 8:24 PM  
**To:** shawn@gibsonperformance.com  
**Subject:** 2004 2500 ram Hemi

Hello Shawn,

I installed the exhaust yesterday (Sunday 24) and I can say that it was easier to get the stock exhaust off than it was to install the Gibson. I have included pictures of the modifications needed to install the exhaust.

In my first e-mail I indicated the head pipe appeared to be short, it was. I had to weld approx. 1 3/4 inches to the supplied head pipe. Being a Sunday the local auto parts supplier was not open. I removed a section from the factory muffler to extend the head pipe. Once the length was satisfied the hanger on the head pipe was cut, bent parallel to the pipe and re-welded. The hanger on the pipe ran into the frame of the truck. After the mods were finished on the head pipe the system went together somewhat easy.

Then we get to the band hanger. The instructions show the bolt on the bottom, if it were to be installed that way the hangers are in the wrong direction with the one supplied in my kit. I reversed the hanger so that the bolt was at the top and the hangers were in the correct position. Found that the drivers side hanger was 1 3/4 inches short of reaching the rubber hanger. Back to the welder, cut the hanger rod and welded in a new piece to add the required length to reach the factory rubber support.

After all the connections were made, pipes fitted, touch up paint applied, I painted the entire system with VHT black paint, I now turn my attention to the tips. Another wrench in the works as they say. The tips at the 3 1/2 inch diameter won't clear the body, not enough room between the tip and the bottom edge of the lower rear panel. This was really just to see how well the system fit on the truck. I don't like chrome or polished stainless anyway so I had no intention of permanently installing the tips. I rather like the fact that you can't see the pipes.

Overall the installation went OK, however it was not a BOLT ON KIT. I'm not sure why things did not bolt up as it was supposed to. Take it from me I won't install another Gibson exhaust on a Sunday! Maybe a Tuesday but not Sunday.

We also discussed the exhaust for my '96 Dodge V10 dually part #s316510 and the SS version 616510. I surely hope I do not have the same issues as with this setup.

Thanks for your time  
Rich Reuschling