



PERFORMANCE EXHAUST SYSTEMS

956001

POWER EXHAUST SYSTEM

97-05 FORD 6.8, V10

CLASS A MOTORHOME

PASSENGER SIDE EXIT

NO EGR

*Thank you very much 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 a.m. to 5:00 p.m. PST*

1270 WEBB CIRCLE, CORONA, CA 92879

WHEN THESE INSTRUCTIONS ARE FOLLOWED PRECISELY, YOU WILL FIND THE INSTALLATION OF YOUR EXHAUST SYSTEM TO BE RELATIVELY SIMPLE. WE CANNOT OVER EMPHASIZE THE IMPORTANCE OF ADHERING STRICTLY TO THIS PROVEN APPROACH, AS IT WILL VIRTUALLY ELIMINATE ANY DIFFICULTIES, WHICH YOU MIGHT OTHERWISE ENCOUNTER.

LEGAL STATUS : INSTALLATION OF HEADERS ON VEHICLES WITH CATALYTIC CONVERTERS AND/OR OTHER EMISSION CONTROL EQUIPMENT MUST BE ACCOMPLISHED IN ACCORDANCE WITH ALL GOVERNMENT REGULATIONS PERTAINING TO SUCH EMISSIONS STANDARDS. THESE HEADERS ARE 50 STATE SMOG LEGAL.

DUE TO RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY COME CLOSE TO CERTAIN BODY AND CHASSIS COMPONENTS. THIS IS A NORMAL CONDITION FOR AN INSTALLATION OF THIS TYPE. MAKE CERTAIN YOU HAVE ENOUGH CLEARANCE AROUND BRAKE, FUEL, AND ELECTRICAL LINES, ETC. IN SOME CASES, IT MAY BE NECESSARY TO RELOCATE ITEMS WHICH MIGHT BE ADVERSELY AFFECTED BY EXHAUST HEAT.

WARNING: INSTALLATION OF ANY TYPE OF "WRAPPING" MATERIAL ONTO THE HEADERS WILL DESTROY THE HEAT DISSIPATION PROPERTIES OF THE TUBING, CAUSING PREMATURE DETERIORATION OF THE METAL AND SUBSEQUENT FAILURE. USE OF ANY "WRAPPING" WILL VOID THE WARRANTY.

E.O. STICKER INFORMATION

PLACE THE STICKER IN AN AREA THAT IS PROTECTED FROM HIGH WEAR OR FREQUENT EXPOSURE TO DIRT, WATER, ETC. MAKE SURE THE AREA IS CLEAN BEFORE APPLYING. E.O. ARE USUALLY UPDATED ANNUALLY, YOUR E.O. STICKER DOES NOT NEED TO BE REPLACED TO REFLECT CHANGES THAT ARE MADE. SMOG INSPECTION STATIONS ARE UPDATED REGULARLY.

TOOLS SUGGESTED

1/4" ALLEN WRENCH

3/8" BOX END WRENCH AND/OR 3/8" DEEP SOCKET

7/16" SOCKETS (ONE SHALLOW/ONE DEEP)

1/2" COMBINATION WRENCH

1/2" SOCKET

9/16" COMBINATION WRENCHES

9/16" LINE WRENCH

5/8" THIN WALL SPARK PLUG SOCKET

15MM DEEP SOCKET

22MM OPEN END WRENCH

PLIERS

1/4" BOLT AT LEAST 1" LONG

HEATING TORCH AND SELECTION OF HAMMERS

HIGH TEMP SILICONE SEALER (RATED 600 DEGREES OR MORE)

MIG WELDER

EXHAUST JACK STAND

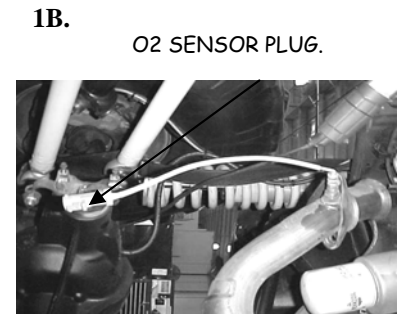
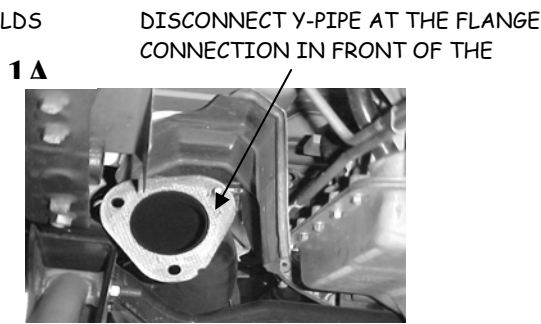
HEADER INSTALLATION INSTRUCTIONS

NOTE: INSTALLATION OF THESE HEADERS REQUIRES AN ADEQUATE WORK SPACE, GENERAL MECHANIC'S TOOLS, GENERAL MECHANIC "KNOW-HOW" AND A REASONABLE DEGREE OF EXPERIENCE .

1. PLACE VEHICLE IN A LOCATION WHERE THE FLOOR IS SOLID AND FLAT, WITH ADEQUATE LIGHTING. DO NOT ATTEMPT TO WORK ON A HOT ENGINE. HEAT CAUSES METAL TO EXPAND AND MAKES REMOVAL OF FASTENERS DIFFICULT. DISCONNECT THE BATTERY CABLES FROM THE BATTERY. RAISE THE FRONT OF THE VEHICLE TO OBTAIN ADEQUATE ACCESS TO THE BOTTOM EXHAUST MANIFOLD FLANGES. USE LARGE-BASED JACK STANDS TO SUPPORT THE VEHICLE. DO NOT RELY ON THE JACK! BLOCK THE TIRES TO PREVENT THE VEHICLE FROM ROLLING OFF THE JACKSTANDS. THEN UNBOLT AND REMOVE THE FRONT WHEELS.

2. SPRAY WD-40 OR SOME TYPE OF PENETRATING OIL ON ALL ACCESSIBLE FASTENERS AND FITTINGS BEFORE ATTEMPTING TO REMOVE THEM.

3. FROM UNDERNEATH THE VEHICLE, LOOSEN THE BOLTS CONNECTING THE EXHAUST SYSTEM TO THE EXHAUST MANIFOLD. **SEE PICTURE #1** (ON 4X4 MODELS, DISCONNECT THE FRONT DRIVESHAFT BY REMOVING THE 4 BOLTS ON THE FLANGE, AND LET THE DRIVESHAFT HANGOUT OF THE WAY.) PRY THE EXHAUST SYSTEM BACK ABOUT 1/2" TO GAIN WORK SPACE. FOR AN EASIER REMOVAL OF THE MANIFOLDS OR INSTALLATION OF THE HEADERS. WE RECOMMEND REMOVING FACTORY Y-PIPE. BE CAREFUL TO NOT DAMAGE THE FACTORY GASKET IN FRONT OF THE CATALYTIC CONVERTER WHEN REMOVING Y-PIPE. THE GASKET MUST BE RE-USED. ALSO UNPLUG THE O2 SENSOR ON BOTH SIDES BEFORE REMOVAL OF THE Y-PIPE. **SEE PICTURE'S #1A & 1B**



4. IT IS NOT NECESSARY TO REMOVE THE INNER FENDERWELLS, BUT IT MAKES THE INSTALL EASIER. TO REMOVE THE FENDERWELLS SIMPLY UNSCREW ALL THE SHEET METAL SCREWS AND FASTENERS ATTACHING IT TO THE FENDER AND FRAME AND THE FENDERWELL WILL DROP OUT.

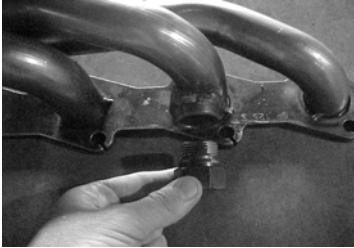
5. WORKING THROUGH THE WHEELWELL, ON THE DRIVER'S SIDE, LOOSEN THE EGR TUBE FROM THE MANIFOLD AND DISCONNECT IT FROM THE MANIFOLD. **SEE PICTURE #2** THEN LOOSEN THE EGR VALVE ON TOP OF THE INTAKE MANIFOLD. (DO NOT REMOVE ONLY LOOSEN). THEN REMOVE THE NUTS ATTACHING THE MANIFOLD TO THE HEAD. REMOVE THE MANIFOLD. YOU MUST ALSO REMOVE THE MANIFOLD ATTACHING STUDS FROM THE HEAD. THE STUDS HAVE A 5mm HEX END ON THEM, A 1/4" DRIVE RATCHET AND A 5mm SOCKET WORK WELL FOR REMOVING THE STUDS.



6. THE DIPSTICK MUST NOW BE REMOVED. IT HAS A SEPARATE MOUNTING BOLT ON THE HEAD AND USES AN O-RING SEAL AT THE BOTTOM. USE CARES TO PROTECT THE O-RING. REMOVE STOCK EGR FITTING FROM MANIFOLD USING WD-40, AND THEN INSTALL INTO HEADER (SHOWN ON PICTURE 2A), USE ANTI-SEIZE ON THE FITTING FOR EASIER INSTALLATION.

7. BEFORE REMOVING THE PASSENGER SIDE MANIFOLDS REMOVE THE THREE BOLTS HOLDING THE STARTER TO THE BELL HOUSING FOR AN EASIER REMOVAL OF THE MANIFOLD AND INSTALLATION OF THE HEADERS. **SEE PICTURES #3 & 3A.** ON THE PASSENGER SIDE AGAIN WORKING THROUGH THE WHEELWELL, REMOVE THE NUTS ATTACHING THE MANIFOLD TO THE HEAD THEN REMOVE THE MANIFOLD. REMOVE THE MANIFOLDS ATTACHING STUDS.

2.A.



3.



3A.



BOLTS
NEEDED TO
BE REMOVED
FOR
REMOVAL OF
THE STARTER.

8. USING A SCRAPER REMOVE ALL CARBON DEPOSITS AND HIGH SPOTS FROM HEAD SURFACE, USE CARE NOT TO GOUGE THE ALUMINUM HEADS.

9. NOTICE ON THE DRIVERS SIDE HEADER THE BOTTOM BOLT HOLES ARE SLOTTED. INSTALL THE GASKET WITH THE HEADER BOLTS LEAVING AT LEAST 3/8 OF INCH GAP.

10. BEFORE INSTALLING THE HEADER. APPLY A SMALL AMOUNT OF HI-TEMP SEALER TO THE EXHAUST PIPE FLARE THEN INSTALL THE DRIVER SIDE HEADER FROM UNDERNEATH THE VEHICLE. SOME TWISTING AND WIGGLING OF THE HEADER IS NECESSARY. AFTER INSTALLING THE HEADER RE-INSTALL THE DIPSTICK BEFORE THE EGR TUBE.

11. BEFORE INSTALLING THE PASSENGER SIDE HEADER. NOTICE ON DRIVER AND PASSENGER SIDE HEADER, THERE ARE SLOTTED BOLT HOLES ON THE BOTTOM ALSO ON THE FLANGE. INSTALL NEW BOLTS WITH THE GASKET LEAVING AT LEAST 3/8 OF INCH GAP THEN INSTALL THE HEADER.

12. APPLY A SMALL AMOUNT OF HI-TEMP SEALER TO THE EXHAUST PIPE FLARE, AND THEN INSTALL THE PASSENGER SIDE HEADER THROUGH THE WHEELWELL. ATTACH USING THE SUPPLIED BOLTS AND GASKETS. APPLY A SMALL AMOUNT OF ANTI-SEIZE TO THE THREADS OF THE BOLTS BEFORE TIGHTENING. THEN RE-INSTALL THE STARTER INTO THE BELL HOUSING

13. RE-CONNECT THE EXHAUST SYSTEM TO THE NEW HEADERS USING THE HARDWARE PROVIDED. (RE-CONNECT DRIVE SHAFT WHERE APPLICABLE) WHEN RE-ATTACHING THE FACTORY Y-PIPE USE A SMALL AMOUNT OF GASKET SEALER AT THE FLANGE GASKET BEHIND THE CONVERTER. THEN RE-PLUG THE O2 SENSOR'S IN.

14. RE-INSTALL THE INNER WHEELWELLS (IF REMOVED). CHECK TO ENSURE THAT THERES ADEQUATE CLEARANCE ON ALL BRAKE LINES, WIRE LOOMS, A/C LINES, ETC. IT IS RECOMMENDED THAT YOU REMOVE THE PASSENGER SIDE WHEELWELL FLAP.

15. RE-INSTALL THE FRONT WHEELS AND TORQUE TO FACTORY SPECS. (SEE OWNER'S MANUAL).

16. RECONNECT THE BATTERY.

17. RE-CHECK EVERYTHING!

18. START THE ENGINE, CHECK FOR LEAKS AND TEST DRIVE. THEN LET THE ENGINE COOL AND THEN RE-TORQUE THE HEADER BOLTS.

19. PERIODICALLY CHECK AND RETIGHTEN THE HEADER BOLTS.

**IT IS NOT UNUSUAL WHEN INSTALLING HEADERS TO GET A BURNING SMELL.
THIS IS NORMAL AND IT WILL GO AWAY!**

CAUTION! Gloves or other protection should be worn to protect installer from burns due to hot exhaust components during these final steps!

IT IS CRITICAL that all bolts be re-tightened **HOT** after about 20 minutes of operation to prevent gasket failure.

NOTE: HEADERS ARE NOT MEANT TO SERVE AS “EXHAUST SYSTEM SUPPORT HANGERS”. Additional hangers may need to be added at the time of the installation of the headers so that THE EXHAUST SYSTEM SUPPORTS ITSELF when the collector bolts are removed. HEADERS THAT HAVE “SAGGED” DUE TO THE LACK OF SUFFICIENT EXHAUST SYSTEM SUPPORT WILL NOT BE REPLACED UNDER WARRANTY!

NOTE: Header bolts should be inspected for tightness from time to time to ensure optimum gasket life. The bolts will STRETCH some at first due to the exhaust heat, so they'll loosen WITHOUT TURNING until they “take a set”. (Bolts hard enough not to stretch would BREAK!) We've experimented with the various “locking devices” on the market, which prevent from turning. They DON'T WORK on HEADER BOLTS, and they greatly complicate the process of re-tightening the bolts when it's necessary.

What DOES work is this:

Go over the bolts again after the first DAY of driving (or about 100 miles- whichever comes first), then after the first WEEK, after the first MONTH, and then EVERY 6 MONTHS. Our exclusive gaskets are specially made so that the cylinder head SHOULD begin to melt before the gaskets can burn up. About the only way to kill these gaskets is to let the headers get loose and then keep driving with a leak.

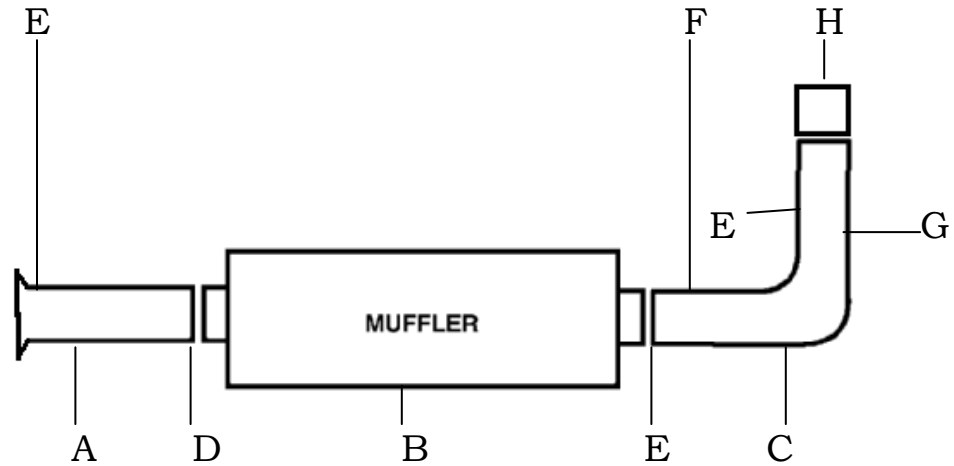
Due to varying conditions between geographical locations and usage, we strongly recommend having the engine re-tune at a reputable tune-up shop after the installation of the headers. Doing so will ensure that you get the maximum benefit from the installation of the headers.

GIBSON PERFORMANCE strives to deliver the highest quality materials, workmanship, and service. Please so not hesitate to call our technical line if you have a question or experience a problem.

WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS

EXHAUST INSTALLATION

956001



ITEM	PART #	QUANTITY	DESCRIPTION
	GP125S-1	1	STAINLESS HEADER
A	700135	1	3" HEADPIPE
B	788025	1	SUPERFLOW MUFFLER
C	700136	1	3" TAILPIPE
D	4134	1	FRONT MUFFLER HANGER
E	OHD300	3	3" CLAMPS
F	4133	1	REAR MUFFLER "T" HANGER
G	8251	1	HANGER
G	BO-101	1	BOLT KIT HANGER
H	500360	1	3-1/2" STAINLESS STEEL TIP

0705

EXHAUST INSTRUCTION

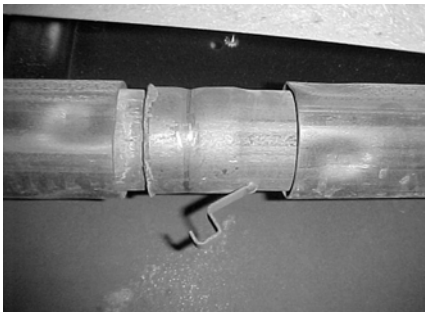
WHEN INSTALLING THIS EXHAUST SYSTEM, MAKE SURE TO USE PROPER SAFETY PRECAUTIONS. USE JACK STANDS WHEN UNDER THE TRUCK, SET PARKING BRAKE, BLOCK TIRES AND USE SAFETY GLASSES AND GLOVES.

DO NOT WORK WITH HOT PIPES!!

SUGGESTED TOOLS:

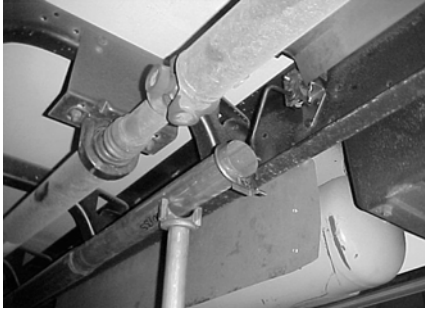
15MM SOCKET & WRENCH, 9/16", 7/16", 1/2" SOCKET & WRENCH, JACKSTAND, WD-40, HACKSAW

LAY OUT THE EXHAUST AND COMPARE PART NUMBERS WITH THE DRAWING



TO REMOVE STOCK EXHAUST, UN-BOLT AT THE FIRST JOINT, APPROXIMATELY 35" IN FRONT OF THE STOCK MUFFLER AND CUT CLAMP OFF.

INSTALL TAILPIPE #C INTO THE REAR OF THE MUFFLER AND ATTACH TO MUFFLER WITH CLAMP #E.



INSTALL HEADPIPE #A ONTO STOCK HEADPIPE AND ATTACH WITH #E. THE FLARED END GOES ONTO THE STOCK HEADPIPE. NEXT INSTALL HANGER #D ONTO HEADPIPE HANGER. INSERT WELDED RODS INTO RUBBER GROMMET. DO NOT TIGHTEN.



NEXT INSTALL T-HANGER #F AT THE REAR OF THE MUFFLER. AND INSERT WELDED ROD INTO RUBBER GROMMET. DO NOT TIGHTEN.



INSTALL MUFFLER #B ONTO HEADPIPE #A WITH INLET FACING TOWARDS HEADPIPE USING HANGER #D TO ATTACH. DO NOT TIGHTEN. MUFFLER INLET IS LOOKING INTO THE LOUVERS.



AFTER TAILPIPE #C IS IN PLACE AND HANGER #F IS IN PLACE. INSTALL HANGER #G CLAMP WITH CLAMP #E TO FRAME.

INSTALL STAINLESS STEEL TIP. TO CLEAN TIP USE A SCOTCH BRITE PAD AND ANY ALUMINUM CLEANER. TIGHTEN ALL CLAMPS AND HANGERS. STOCK HEAT SHIELD CAN BE RE-INSTALLED.



MAKE SURE YOU HAVE A 1" CLEARANCE ON ALL PIPES FROM BRAKE & FUEL LINES, TIRES, SHOCKS, ETC...