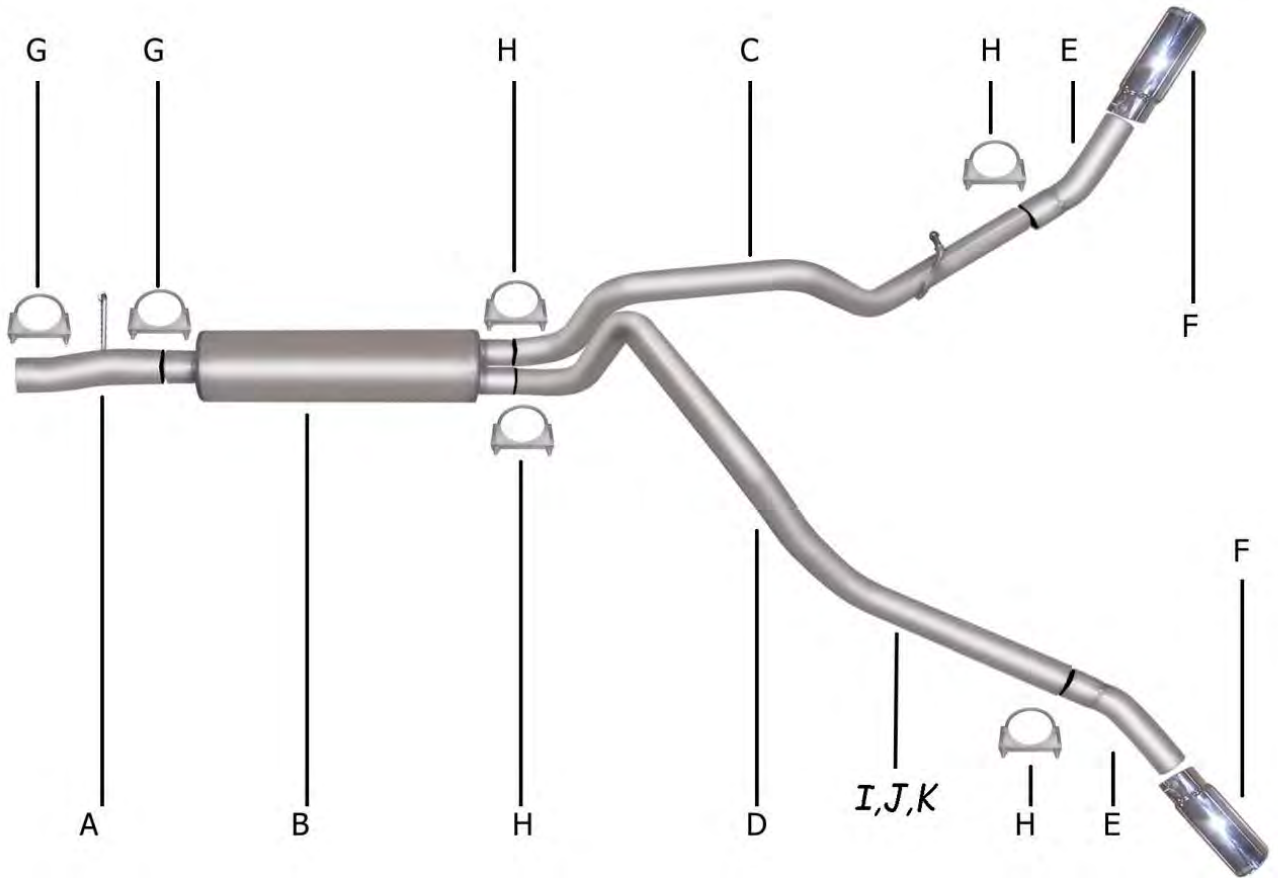


INSTALLATION INSTRUCTIONS CAT BACK EXTREME DUAL EXHAUST FORD F-250/350 SUPERDUTY 5.4L, 6.8L 2/4WD CREW CAB, SHORT BED PART # 9115



| ITEM | PART # | QUANTITY | DESCRIPTION |
|------|---------|----------|---|
| A | 701042 | 1 | 3" HEADPIPE |
| B | 789800 | 1 | SUPERFLOW MUFFLER |
| C | 701046 | 1 | 2½" PASSENGER SIDE TAILPIPE W/WELDED HANGER |
| D | 701047 | 1 | 2½" DRIVERSIDE TAILPIPE |
| E | 500626 | 2 | 2½" EXIT PIPE |
| F | 500374 | 2 | 3½" STAINLESS TIP |
| G | OHD300 | 2 | 3" CLAMP |
| H | 5757 | 4 | 2½" CLAMP |
| I | 4269 | 1 | DRIVERSIDE REAR TAILPIPE HANGER |
| J | BO-1032 | 1 | BOLT KIT FOR HANGER |
| K | 4240 | 1 | RUBBER GROMMET |

Thank you for purchasing our Gibson exhaust system for your vehicle. If you need further assistance, please do not hesitate to call our technical dept at (800) 528-3044 Monday through Friday, 8:00 am to 5:00 pm.

CAREFULLY READ INSTRUCTIONS BEFORE STARTING INSTALLATION.

When installing this exhaust system make sure to use proper safety precautions. Use jack stands when working under the vehicle, set parking brake, block tires and use safety glasses and gloves. Allow exhaust to cool before attempting installation. Severe injury or burns could occur if safety measures are not taken.

SUGGESTED TOOLS: 1/2", 9/16" 15mm wrenches & sockets, WD-40, hacksaw, jack stands.

Disconnect the negative battery cable before removal of OEM exhaust. This will allow the computer to reset and recognize the new exhaust. Lay out the exhaust on the floor so it looks like the drawing and compare parts with manual.

SUGGESTED TOOLS: 1/2", 9/16" 15 mm Wrench & Socket, WD-40, Hacksaw, Jack Stand



1. To remove the stock exhaust remove it from the second clamp located in front of the stock muffler. Disengage the welded hangers using WD-40 from the OEM rubber grommets. Do not damage or remove the rubber grommets as you will re-use them to mount your new system. Now, cut off tailpipe and remove



5. Install hanger #I into hole located approximately **19"** from the rear of the frame. Use bolt kit #J to secure. **DO NOT TIGHTEN.** Install rubber grommet



2. Install head pipe #A onto your existing stock front pipe and attach with clamp #G. Use a jack stand to support the converter. Insert welded hanger into rubber grommet.



6. Install the driverside overaxle tailpipe #D into the muffler **1 1/2"-2"**. Use clamp #H to secure. **DO NOT TIGHTEN.** Rotate until it meets with the rubber grommet, use clamp #H to hold pipe. **DO NOT TIGHTEN.**



3. Install muffler #B onto head pipe #A **1 1/2"-2"** with the louvers facing towards the converter. Use a jack stand to support the muffler. Use clamp #G to secure the muffler to the headpipe. Do not tighten. Muffler inlet is looking into the louvers.



7. Next install the exit pipes #E. Use clamp #H, rotate pipes to the side. Trim ends of exitpipe to best fit your vehicle.



4. Install the passenger side overaxle tailpipe #C into the muffler **1 1/2"-2"**. Use clamp #H to secure tailpipe to muffler. **DO NOT TIGHTEN.** Insert hanger into rubber grommet.



9. Install stainless steel tips. Clamp down. When you have everything in place, firmly tighten all bolts and clamps down securely. Use stainless steel cleaner and a Scotch Brite pad weekly to prevent tip from discoloration. Inspect all fasteners after 25-50 miles of operation and re-tighten as necessary

GIBSON EXHAUST systems are designed on a factory stock vehicle. Any aftermarket products installed could increase the sound levels of this Exhaust. **Make sure there is a 1" clearance from ALL rubber brake lines, shock boots, fuel lines, tires, etc to prevent heat related damage .**