

GIBSON

PERFORMANCE EXHAUST SYSTEMS

UNLEASHES

71 HP, 134 LB-FT TORQUE

ON A 2005 F250 6.0L DIESEL TRUCK

Adding a Gibson Performance Exhaust System to Ford's 2005 F250 diesel truck is a bit like giving steroids to a lion. By itself the beast is reknowned for its power, but add a Gibson Exhaust and the effect is synergistic. Dyno-proven test results showed an increase of 71 HP, and 134 LB-FT increase of torque at 2,800 rpms. Precision designed to increase towing power while significantly reducing exhaust backpressure. Not to mention the impressive look and sound that's inherant to all of Gibson's product line. Shawn Seidelman, R & D engineer, walks us through the install and points out some of the unique Gibson features along the way.

By J.Cast





Large 4 -inch mandrel-bent tubing.



When compared to the stock exhaust kit, Gibson's mandrel-bent tubing illustrates how air flows more efficiently, producing greater gains. To remove the stock exhaust kit, start by releasing the rubber gromet from the frame to drop the exhaust pipe. Remove the clamp that connects the muffler to the tailpipe. Cut the headpipe to extract the muffler. Once the clamp is loosened, the down pipe off the turbo is removed.



When installing this Gibson Exhaust kit, start by setting the downpipe off the turbo in place, then clamp it down. Align the flange and gasket to the catalytic converter and tighten bolts. Before setting the band clamp through the rubber gromets join the band clamp together loosely so when the muffler is added, it can be slid into place. Secure the muffler using the band clamp, but make sure not to tighten any clamps until the entire exhaust is hung and set properly. Next, secure each side of the muffler with the zinc plated clamps. Slide the tailpipe over the axle and connect it to the muffler. Make sure the exhaust has proper clearance from the spare tire, shocks, and brake line. Finally, slip on the giant T-304 polished stainless-steel 5-inch tip (featuring Gibson's exclusive clampless design) and begin tightening the entire exhaust system working from the front to the back.



The Gibson Superflow Muffler is designed with a straight-thru, baffled and chambered structure to reduce resonance and increase exhaust flow.



Gibson's "slip fit" joining of all components not only makes it one the easiest exhaust kits to install, it also greatly reduces turbulence, especially when compared to "ball and socket" or "Flange and gasket" joining which can create substantial power robbing backpressure and turbulence at each component joint.



Tested on a Chasis Dyno Jet

The Dyno run shows an impressive increase of 71 hp, 134 lb-ft at 2,800 rpm. all of this was done in just a few hours time. Available in aluminized or stainless-steel and backed by a Lifetime Limited Warranty.
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Giant 5-inch T-304 polished, stainless-steel tip.