

GIBSON Performance Exhaust

A Family Success Story



"I need more power, I need less noise," are two statements Ron Gibson made to himself on the way back from an otherwise ordinary weekend. The Gibson family had no way of knowing where these two simple thoughts would lead them. Once a construction worker and now the owner of a muffler shop, he couldn't take it any more. "This motor home is a slug and there's so much noise in here you have to read lips!" he said to himself. "When we get home, I'm fixing this!" And that is just what he did.

an exhaust system that would provide more power and less noise, without sacrificing reliability. And on top of that, he wanted to just bolt it on.

Well, at least he wasn't asking for much. But with absolute determination, he got started by making a system for his own RV. Once his buddies saw and heard what he had done, they had to have one. Realizing that he had something special, he brought the best people together to develop products that would do exactly what he wanted.

With tools in hand, Ron Gibson set out to make

As the RV industry started slowing and the truck and SUV (and toyhauler) sales started taking off, Gibson quickly adjusted the focus of the company to include this new market. 14 years later Gibson Exhaust, an industry leader in performance exhaust systems, now occupies a 55,000 sq. ft. warehouse in southern California and employs 75 people to produce over 1,000 different kits for every kind of tow vehicle imaginable. And they stay ahead of the game by adding 10 to 15 new products every month.

Now Ron and Julie Gibson get to do what almost every American family dreams of, to pass the torch on to their kids.

BOLT-ON Performance Exhaust

GIBSON'S CAT-BACK SINGLE EXHAUST 01-03 CHEVY 2500HD,
6.6L, DIESEL EXT. CAB & CREW CAB, SHORT BED, 2/4WD



Installation Instructions

When installing this exhaust system, make sure to use proper safety precautions. Use jack stands when under the truck, block tires, and use safety glasses and gloves. Do not work with hot pipes!

Suggested Tools:

9/16", 15mm socket & wrench, WD-40, jack stand, hacksaw

Make sure you have a minimum of 1" clearance on all pipes from all rubber brake lines, tires, shocks, fuel lines, etc. Torque clamps to 100-150 ft./lbs.

ITEM	PART #	QTY	DESCRIPTION
A	700480	1	3" HEADPIPE
B	788040	1	4" SUPERFLOW MUFFLER
C	700481	1	4" OVERAXLE TAILPIPE
D	700482	1	4" EXIT PIPE
E	500401	1	5" STAINLESS TIPS
F	4170	1	3" CLAMP
G	4171	3	4" CLAMP
H	4213	1	8" BAND CLAMP W/ WELDED HANGER
I	BO-1015	1	BOLT KIT FOR BAND CLAMP

2001 - NO RESONATOR
2002 & UP - HAS RESONATOR

TOYHAULER MAGAZINE



To remove your stock exhaust, cut off your stock system just in front of the muffler after the weld, and leave all rubber grommets on the hangers. Use WD-40 to aid in the removal of exhaust and hangers.



Install head pipe A on to your existing stock front pipe and secure with clamp F. Do not tighten. Install muffler onto head pipe A 1-1/2" to 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 head pipe. Do not tighten. Muffler inlet is looking into the louvers.



Install the overaxle tail pipe C into the muffler 1"-2". Secure to muffler using clamp G. Do not tighten.



Install band clamp H with welded hanger onto muffler. Insert welded hanger into rubber grommet. Tighten band clamp using hardware I. Install the turnout pipe D on to the tailpipe. Secure together with clamp G. Do not tighten. Roll the exit pipe until it is at the correct angle for your truck. Insert welded hanger into grommet.



Install stainless steel tip. Clamp down. When you have everything in place, firmly tighten all bolts and clamp down securely. To clean stainless steel tips use any stainless steel cleaner and scotch brite pad.



The finished product looks great and sounds even better!

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