



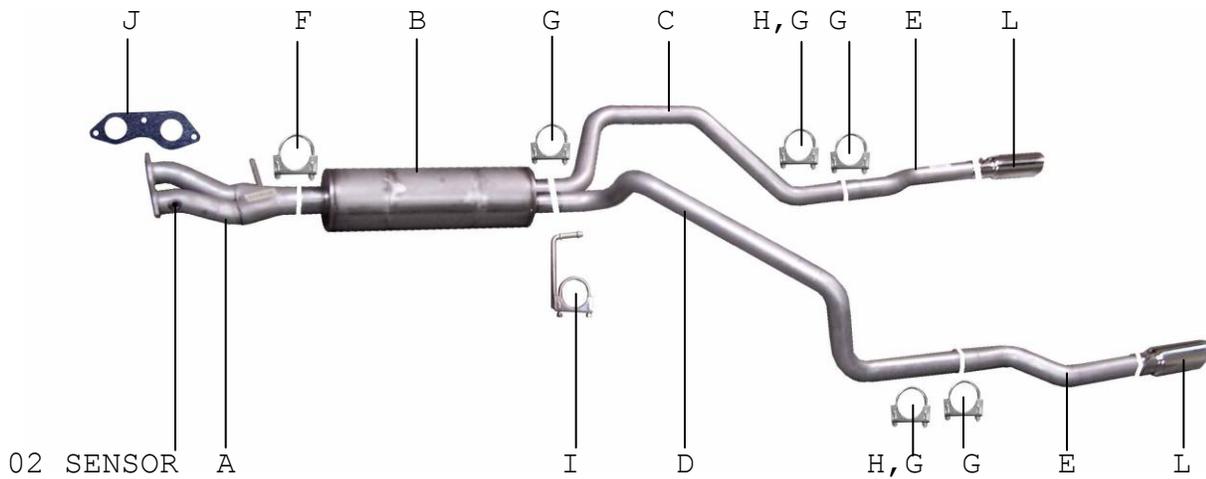
INSTRUCTION MANUAL

CAT-BACK ELITE SPLIT REAR EXHAUST

CHEVY TRUCK 1500 5.7L

STANDARD CAB, SHORT BED 2/4WD

PART #65520



ITEM	PART #	QTY.	DESCRIPTION
A	282-500609S	1	STAINLESS HEADPIPE ASSEMBLY W/FLANGE #GP-96
B	789800S	1	STAINLESS SUPERFLOW DUAL OUTLET MUFFLER
C	248-5525S	1	2-½" STAINLESS PASSENGER SIDE OVERAXLE PIPE
D	249-5526S	1	2-½" STAINLESS DRIVER SIDE OVERAXLE PIPE
E	246-6528S	2	2-½" STAINLESS EXIT PIPE
F	OHD300	1	3" CLAMP
G	5757	5	2-1/2" CLAMP
H	08269	2	10" METAL HANGER
H	BO-101	2	BOLT KIT FOR HANGER
I	4158	1	HANGER- REAR MUFFLER
J	9681	1	CONVERTER FLANGE GASKET
K	ZIP	2	ZIP TIE
L	500374	2	3-½" STAINLESS TIP

**** 4WD'S – SPARE TIRE MAY NEED TO BE REMOVED
WILL NOT WORK WITH SOME TRAILER HITCHES
WILL NOT WORK ON A 2500HD OR 3500 SERIES**

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

INSTALLATION INSTRUCTIONS #65520

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 ON HOT PIPES!

SUGGESTED TOOLS:

15MM SOCKET, 9/16" SOCKET, 1/2" WRENCH, JACK STAND, HI-TEMP GASKET SEALER, WD-40, HACKSAW, ANTI- SEIZE

LAY OUT THE GIBSON EXHAUST AND COMPARE PART NUMBERS TO THE MANUAL. LUBE THE O2 SENSOR FITTING BEHIND THE CATALYTIC CONVERTER AND REMOVE. UN-BOLT THE FACTORY FLANGE LOCATED BEHIND THE CONVERTER AND REMOVE THE FACTORY MUFFLER LEAVING ALL FACTORY RUBBER GROMMETS IN PLACE. **YOU WILL RE-USE YOUR STOCK FLANGE BOLTS.** USE WD-40 ON FACTORY RUBBER HANGERS FOR EASIER REMOVAL. CUT THE FACTORY TAILPIPE BEHIND THE MUFFLER AND REMOVE.



Bolt head pipe #A to the factory flange using the supplied converter flange gasket #J and attach re-using factory bolts. It may be necessary to apply a small amount of hi-temp O2 sensor safe silicone gasket sealer to the gasket to ensure a leak free connection. Insert the welded hanger into the factory rubber grommet. Do not tighten the head pipe until muffler and head pipe is positioned. Re-install O2 sensor into the welded fitting on the head pipes. Apply a small amount of anti-seize to the threads before installing.



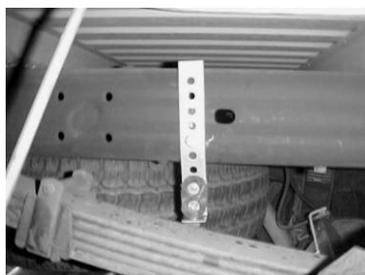
Install hanger #I onto the rear outlet of the muffler on the driver side. Insert the vertical rod through the rubber grommet from the driver side towards the passenger side. Do not tighten.



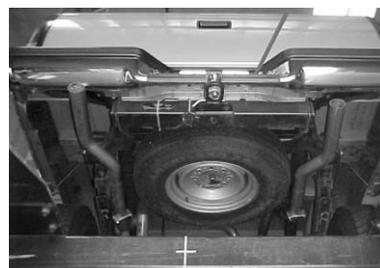
Slip the over axle tailpipes #C, #D into the outlets of the muffler no more than 1- 1/2" to 2" and attach clamp # G to passenger side and clamp hanger # I to driver side tailpipe. The driver side tailpipe will be routed over the differential between the frame and the shock. It will require some rotating of the pipe and possibly an extra person to help align the pipes when tightening the clamps. Attach hanger #H to tailpipes and attach with clamp #G.



Install muffler #B onto the head pipe no more than 1-1/2" to 2". Use a jack stand to support the muffler. Make sure muffler is sitting level with the vehicle and that the muffler outlets are positioned level. Level outlets are at 12'oclock position. Attach to headpipe with clamp #f.



Remove the stock rear hanger from frame on passenger side. Install hangers # H to the frame using existing bottom hole where the stock hanger was mounted. Use the supplied nuts and bolts and mount the hanger through the fifth hole down from the top of the hanger. Repeat on the driver side.



Install exit pipes # E onto the over axle pipes and attach with clamp #G. You may need to cut the exit pipes to your preference. Rotate all pipes until you have a minimum of a 1" clearance on all pipes. Use zip ties to reroute vent lines and brake lines. Tighten all clamps, flanges, bolts firmly. Install Stainless steel tips.

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