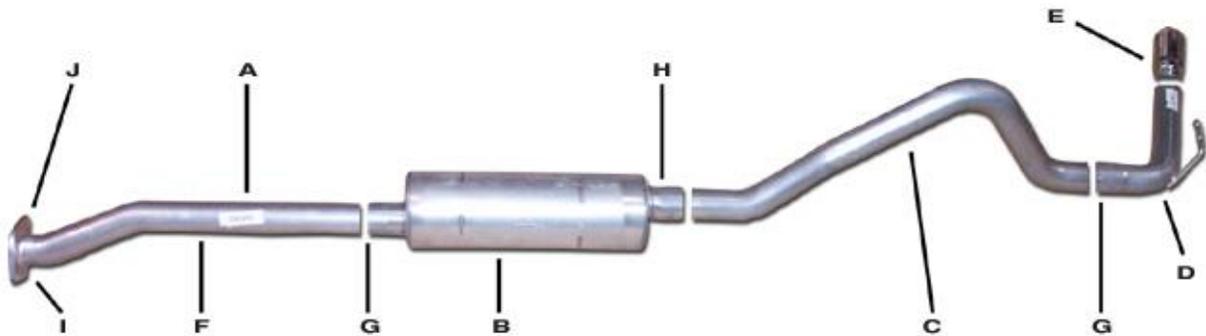




INSTRUCTION MANUAL
CAT-BACK SINGLE EXHAUST
CHEVY/S10/SOMONA TRUCK 4.3L, V6 2WD
EXTENDED CAB, SHORT BED

PART#14432



| ITEM | PART # | QUANTITY | DESCRIPTION |
|------|---------|----------|--|
| A | 700266 | 1 | HEADPIPE/ WITH FLANGE #GP-305 (2 BOLT) |
| B | 788200 | 1 | SUPERFLOW MUFFLER |
| C | 70039 | 1 | 2.5" OVERAXLE TAILPIPE |
| D | 700429 | 1 | 2.5" TURNOUT PIPE |
| E | 500361 | 1 | 3" STAINLESS STEEL TIP |
| F | 4125 | 1 | FRONT MUFFLER HANGER |
| G | 5757 | 2 | 2-1/2" CLAMP |
| H | 40068 | 1 | REAR MUFFLER HANGER |
| I | BO-1018 | 1 | BOLT KIT FOR HEADPIPE FLANGE GP-305 |
| J | 9688 | 1 | HEADPIPE GASKET |

ZQ8 SUSPENSION, STOCK REAR SWAY BAR.
 WILL NOT FIT ON A EXTREME.

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 1-800-528-3044, Monday through Friday, 8:00 am to 5:00 pm.

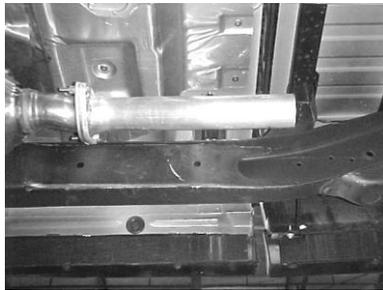
EXHAUST INSTALLATION PART #14432

WHEN INSTALLING THIS EXHAUST SYSTEM MAKE SURE TO USE PROPER SAFETY PRECAUTIONS. USE JACK STANDS WHEN UNDER THE TRUCK, ALONG WITH SAFETY GLASSES. **DO NOT WORK WITH HOT PIPES!**

SUGGESTED TOOLS:

HACKSAW, JACKSTAND 9/16" SOCKET, 1/2" SOCKET & WRENCH, 14MM SOCKET & WRENCH, AND WD-40.

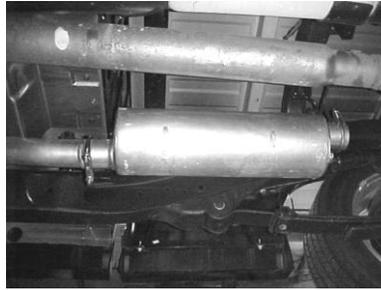
LAYOUT THE EXHAUST AND MATCH THE DRAWING WITH PART NUMBERS.



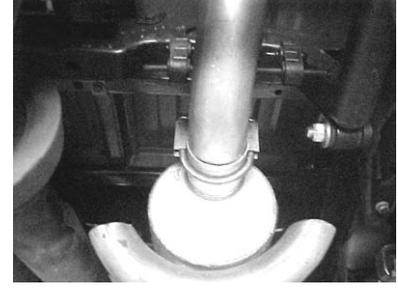
REMOVE STOCK EXHAUST BY UNBOLTING IT FROM THE 2 BOLT FLANGE JUST IN FRONT OF THE CONVERTER. DO NOT REMOVE STOCK STUDS. LEAVE ALL RUBBER GROMMETS IN THE STOCK POSITION. USE WD-40 TO AID YOU IN REMOVING THE RUBBER GROMMETS FROM THE STOCK HANGERS. FOR EASIER REMOVAL CUT THE TAILPIPE JUST BEHIND THE MUFFLER.



BOLT ON THE HEADPIPE #A USING FACTORY GASKET #J AND ATTACH WITH BOLT KIT #I. THE END OF THE HEADPIPE SHOULD BE AT APPROX. 7 O'CLOCK POSITION. DO NOT TIGHTEN. USE CLAMP #G TO SECURE MUFFLER TO HEADPIPE. DO NOT TIGHTEN. ATTACH MUFFLER HANGER #F INTO RUBBER GROMMET. AND INSERT WELDED HANGER INTO RUBBER GROMMET.



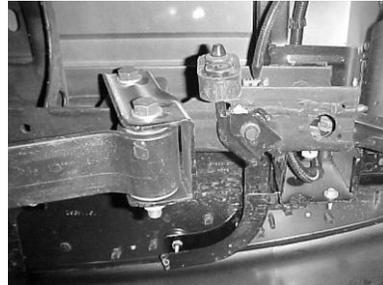
SLIDE MUFFLER ONTO THE HEADPIPE WITH THE INLET TOWARDS THE MOTOR. ADJUST FOR BETTER CLEARANCE. INLET WILL BE FACING MOTOR. PUT IT ON AT LEAST 1 1/2" TO 2". MUFFLER EXIT SHOULD BE AT 12 O'CLOCK. THE MUFFLER INLET IS LOOKING INTO THE LOUVERS.



INSTALL REAR MUFFLER HANGER #H TO MUFFLER OUTLET AND INSERT WELDED HANGERS INTO RUBBER GROMMETS AND CLAMP. LONGER SIDE OF HANGER GOES IN PASSENGER SIDE GROMMET.



INSTALL OVERAXLE TAILPIPE #C INTO MUFFLER AT LEAST 1 1/2" TO 2". SHORTER END GOES IN TO MUFFLER. SPARE TIRE MIGHT HAVE TO BE LOOSENED AND PUSHED OVER TOWARDS THE DRIVERS SIDE FOR BETTER CLEARANCE. ATTACH TO CLAMP #H.



REMOVE FACTORY REAR TAILPIPE EXHAUST HANGER FROM FRAME. **YOU MUST ROTATE THE FACTORY HANGER 180 DEGREES AND THEN RE-TIGHTEN.**



INSTALL TURNOUT PIPE #D & INSERT WELDED HANGER INTO THE RUBBER GROMMET. USE CLAMP #G TO SECURE TAILPIPE TO THE OVERAXLE PIPE. DO NOT TIGHTEN



INSTALL STAINLESS TIP. USE ANY STAINLESS CLEANER TO CLEAN TIP. YOU CAN NOW TIGHTEN ALL NUTS, BOLTS, FLANGE AND CLAMPS STARTING FROM THE FRONT AND WORKING YOUR WAY TO THE BACK

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