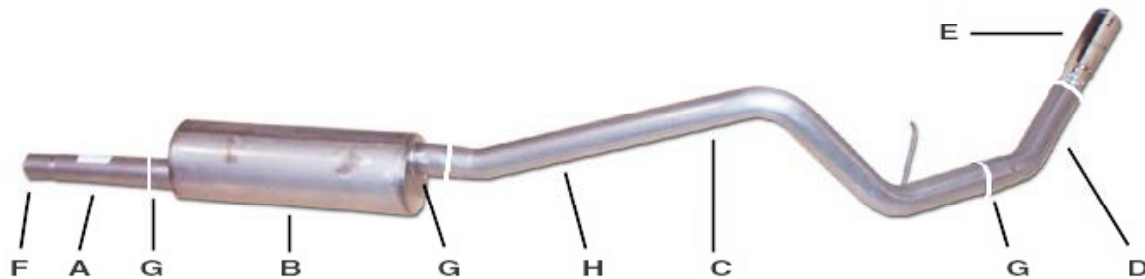




PERFORMANCE EXHAUST SYSTEMS

**INSTRUCTION MANUAL  
CAT-BACK SINGLE EXHAUST  
FORD F150/F250 TRUCK 4.2L, 4.6L, 5.4L  
STANDARD CAB & SUPERCAB SHORT BED & LONG BED 2/4WD  
4.6L, 5.4L SUPERCREW, SHORT BED 2/4WD  
PART # 319608**

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ITEM	PART#	QUANTITY	DESCRIPTION
A	25016	1	3"X 16" HEADPIPE
B	788824	1	SUPERFLOW MUFFLER
C	500621-1	1	3" OVERAXLE TAILPIPE
D	500622	1	3" TURNOUT PIPE
E	500360	1	3-1/2" STAINLESS STEEL TIP
F	5757	1	2-1/2" CLAMP
G	OHD300	3	3" CLAMP
H	4118	1	T-HANGER

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**TAILPIPE EXITS BEHIND PSGR. REAR TIRE  
WILL NOT FIT HEAVY DUTY TRUCK.**

# EXHAUST INSTALLATION #319608

WHEN INSTALLING THIS EXHAUST SYSTEM MAKE SURE YOU USE ALL THE PROPER SAFETY PRECAUTIONS. USE JACK STAND TO SUPPORT THE TRUCK WHILE OFF THE GROUND. SET PARKING BRAKE, BLOCK THE TIRES AND USE SAFETY GLASSES AND GLOVES. DO NOT WORK WITH HOT PIPES!

## SUGGESTED TOOLS:

HACKSAW, JACKSTAND, 1/2" WRENCH  
1/2" SOCKET, 9/16" SOCKET & WRENCH, WD-40

## TO REMOVE STOCK EXHAUST

**EXTENDED CAB - SHORT & LONG BED**

**STANDARD CAB - LONG BED**  
**SUPERCREW - SHORT BED**

MEASURE 43" FROM THE REAR OF THE MUFFLER FORWARD AND CUT. YOU WILL BE REMOVING THE STOCK ALIGNMENT PIN. CUT STOCK EXHAUST OFF AND USE WD-40 ON ALL HANGERS. LEAVE RUBBER GROMMETS IN PLACE.

## STANDARD CAB, SHORT BED

UNCLAMP STOCK MUFFLER. YOU WILL LEAVE THE FACTORY ALIGNMENT PIN IN PLACE. FOR EASIER REMOVAL HEAT UP CLAMP. CUT STOCK EXHAUST OFF AND USE WD-40 ON ALL HANGERS. LEAVE RUBBER GROMMETS IN PLACE. CUT FROM THE FRONT OF THE NEW GIBSON HEAD PIPE. # A TO APPX 4-5" OVERALL LENGTH. INSTALL HEADPIPE TO THE FACTORY HEADPIPE AND INSERT INTO FACTORY ALIGNMENT PIN AND ATTACH WITH CLAMP # F

## TO INSTALL HEADPIPE

**SUPERCREW TRUCKS MFG**  
**AFTER 10-02 = INSTALL GIBSON HEADPIPE #A AND ATTACH TO THE FACTORY PIPE USING CLAMP #F.**

**SUPER CREW TRUCKS MFG**  
**BEFORE 10-02 = CUT 7" OFF ON NEW GIBSON HEADPIPE #A. DO NOT CUT ON THE SWEDGE SIDE. ATTACH THE FACTORY PIPE USING CLAMP #F.**

**EXT CAB - SHORT/LONG BED**  
**STD CAB, LONG BED =**  
**CUT 7" OFF ON NEW GIBSON HEADPIPE #A. DO NOT CUT ON THE SWEDGE SIDE. ATTACH THE FACTORY PIPE USING CLAMP #F.**

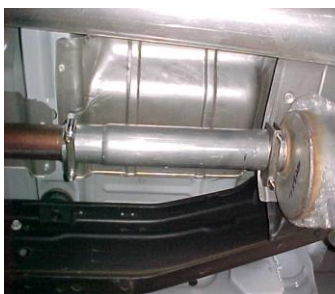
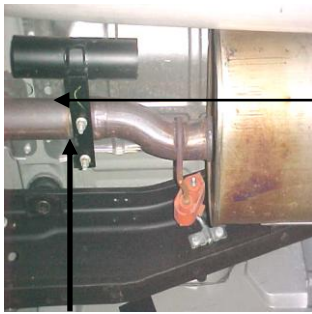
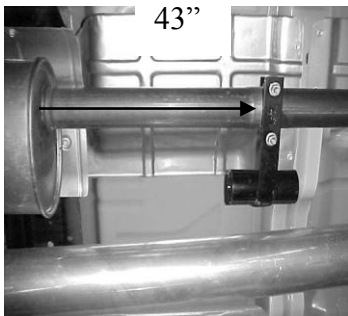
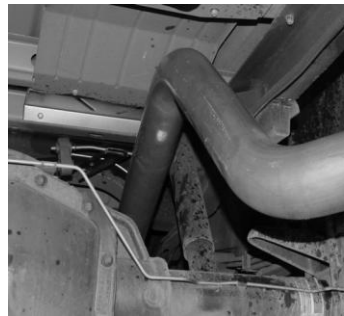
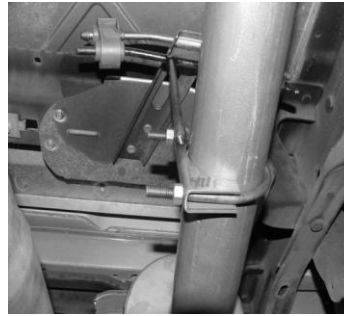
## NEXT, ALL TRUCKS:

INSTALL MUFFLER INLET ONTO HEADPIPE 1- 1/2" TO 2" AND ATTACH USING CLAMP #G. INLET OF MUFFLER IS LOOKING INTO THE LOUVERS. MUFFLER OUTLET SHOULD BE ABOUT 6 O'CLOCK. DO NOT TIGHTEN. USE A JACKSTAND TO SUPPORT THE MUFFLER.

INSTALL OVERAXLE TAILPIPE #C INTO THE MUFFLER NO MORE THAN 1 1/2" TO 2". INSERT WELDED HANGER INTO RUBBER GROMMET. USE CLAMP #G TO ATTACH T-HANGER # H ONTO OVERAXLE TAILPIPE AND INSERT INTO RUBBER GROMMET. THE HANGER SHOULD BE FACING TOWARDS THE DRIVERSIDE. MAKE SURE YOU HAVE EQUAL SPACE BETWEEN SHOCK AND SPARE TIRE. THE SPARE TIRE MAY NEED TO BE LOOSENED AND PUSH TO THE DRIVER SIDE AND THEN ROTATE TO GAIN CLEARANCE. FX4 MODELS MAY NEED TO REMOVE RIGHT REAR SHOCK BOOT

INSTALL TURNOUT PIPE #D TO THE OVERAXLE TAILPIPE. ROTATE PIPE SO IT IS AT THE CORRECT ANGLE FOR YOUR VEHICLE. USE CLAMP #G TO ATTACH.

INSTALL THE STAINLESS STEEL TIP. USE ANY ALUMINUM OR STAINLESS STEEL CLEANER TO POLISH TIP. NOW TIGHTEN ALL CLAMPS, BOLTS AND HANGERS.



**MAKE SURE YOU HAVE AT LEAST 1" CLEARANCE ON ALL BRAKE & FUEL LINES, SHOCK, TIRES, ETC...**