



PERFORMANCE EXHAUST SYSTEMS

951000

POWER EXHAUST SYSTEM

CHEVY 8.1L

CLASS A MOTORHOME

*Thank you very much 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 a.m. to 5:00 p.m. PST*

1270 Webb Circle, Corona, California 92879

WHEN THESE INSTRUCTIONS ARE FOLLOWED PRECISELY, YOU WILL FIND THE INSTALLATION OF YOUR EXHAUST SYSTEM TO BE RELATIVELY SIMPLE. WE CANNOT OVER EMPHASIZE THE IMPORTANCE OF ADHERING STRICTLY TO THIS PROVEN APPROACH, AS IT WILL VIRTUALLY ELIMINATE ANY DIFFICULTIES, WHICH YOU MIGHT OTHERWISE ENCOUNTER.

DUE TO RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY COME CLOSE TO CERTAIN BODY AND CHASSIS COMPONENTS. THIS IS A NORMAL CONDITION FOR AN INSTALLATION OF THIS TYPE. MAKE CERTAIN YOU HAVE ENOUGH CLEARANCE AROUND BRAKE, FUEL, AND ELECTRICAL LINES, ETC. IN SOME CASES, IT MAY BE NECESSARY TO RELOCATE ITEMS WHICH MIGHT BE ADVERSELY AFFECTED BY EXHAUST HEAT.

WARNING: INSTALLATION OF ANY TYPE OF "WRAPPING" MATERIAL ONTO THE HEADERS WILL DESTROY THE HEAT DISSIPATION PROPERTIES OF THE TUBING, CAUSING PREMATURE DETERIORATION OF THE METAL AND SUBSEQUENT FAILURE. **USE OF ANY "WRAPPING" WILL VOID THE WARRANTY.**

LEGAL STATUS : INSTALLATION OF HEADERS ON VEHICLES WITH CATALYTIC CONVERTERS AND/ OR OTHER EMISSION CONTROL EQUIPMENT MUST BE ACCOMPLISHED IN ACCORDANCE WITH ALL GOVERNMENT REGULATIONS PERTAINING TO SUCH EMISSIONS STANDARDS. THESE HEADERS ARE SMOG LEGAL.

E.O. STICKER INFORMATION

PLACE THE STICKER IN AN AREA THAT IS PROTECTED FROM HIGH WEAR OR FREQUENT EXPOSURE TO DIRT, WATER, ETC. MAKE SURE THE AREA IS CLEAN BEFORE APPLYING. E.O. ARE USUALLY UPDATED ANNUALLY, YOUR E.O. STICKER DOES NOT NEED TO BE REPLACED TO REFLECT CHANGES THAT ARE MADE. SMOG INSPECTION STATIONS ARE UPDATED REGULARLY.

TOOLS SUGGESTED

12MM BOX END WRENCH AND/OR 12MM DEEP SOCKET

7/16" SOCKETS (ONE SHALLOW/ONE DEEP)

13MM SOCKET

15MM SOCKET

9/16" COMBINATION WRENCHES

9/16" LINE WRENCH

5/8" THIN WALL SPARK PLUG SOCKET

HIGH TEMP SILICONE SEALER (RATED 600 DEGREES OR MORE)

JACK STAND

WD-40

WIRE BRUSH

NOTE :

INSTALLATION OF THESE HEADERS REQUIRES ADEQUATE WORKSPACE, GENERAL MECHANICS, TOOLS, GENERAL MECHANICAL " KNOW HOW" AND A FEW SPECIAL TOOLS. WE STRONGLY SUGGEST THAT YOU THOROUGHLY READ THROUGH THESE INSTRUCTIONS BEFORE ATTEMPTING TO INSTALL THESE HEADERS. IF IN DOUBT, CONSULT A PROFESSIONAL MECHANIC.

PLACE VEHICLE IN A LOCATION WHERE THE FLOOR IS SOLID, FLAT, AND HAS ADEQUATE LIGHTING. DO NOT WORK ON A HOT MOTOR!!!! HEAT CAUSES METAL TO EXPAND AND MAKES REMOVAL OF FASTENERS DIFFICULT. DISCONNECT THE BATTERY CABLES FROM THE BATTERY. RAISE THE FRONT OF THE VEHICLE TO OBTAIN ENOUGH WORKING SPACE TO REACH THE BOTTOM OF THE EXHAUST MANIFOLDS. USE LARGE STYLE JACKSTANDS TO SUPPORT THE VEHICLE. DO NOT RELY ON THE JACKSTANDS. BLOCK THE REAR TIRES TO PREVENT THE VEHICLE FROM ROLLING OFF THE STANDS.

SPRAY WD-40 ON ALL FASTENERS TO HELP IN REMOVAL.

HEADER INSTALLATION



REMOVE DRIVER SIDE & PASS. SIDE HEAD PIPE MAKING SURE TO UN-PLUG O2 SENSOR. STARTING WITH DRIVER SIDE MANIFOLD REMOVE STOCK HEAT SHIELDS. THEN REMOVE SPARK PLUG WIRES BY GENTLY TWISTING AND PULLING ON THE WIRES FOR REMOVAL. THEN REMOVE STOCK MANIFOLD AND HARDWARE. AFTER REMOVAL OF DRIVER SIDE ASSEMBLY MAKE SURE TO CLEAN HEAD SURFACE OF DEBRIS FOR INSTALLATION OF GIBSON HEADER.



NOW STARTING ON PASS. SIDE REMOVAL OF MANIFOLD. REMOVE EGR FLANGE AND GENTLY PUSH AWAY FOR REMOVAL OF STOCK MANIFOLD. NOW REMOVE STOCK HEAT SHIELD AND SPARK PLUG WIRES BY GENTLY TWISTING AND PULLING ON WIRES. REMOVE DIPSTICK TUBE FROM ENGINE. FOR REMOVAL OF STOCK MANIFOLD AND INSTALLATION OF HEADER. NOW REMOVE PASS. SIDE MANIFOLD AND HARDWARE. MAKE SURE TO CLEAN HEAD-SURFACE ON ENGINE FOR INSTALLATION.



INSTALL DRIVER SIDE GIBSON HEADER AND TORQUING HEADER BOLTS TO 30 FTS. TORQUE. THEN INSTALL SUPPLIED HEAT-WRAP ONTO SPARK PLUG WIRES. FOR PROTECTION OF EXHAUST BECAUSE MOTOR HOMES PUT OUT EXTREME AMOUNT OF HEAT, BECAUSE OF ITS WEIGHT LOADS. THEN REINSTALL SPARK PLUG WIRES ONTO ENGINE.



NOW INSTALL DRIVER SIDE HEAD PIPE ASSEMBLY WITH SUPPLIED HARDWARE AND GASKET. BEFORE TIGHTENING HEADPIPE MAKE SURE FOR PROPER CLEARANCE. AFTER HEADER & HEADPIPE IS IN PLACE. REINSTALL DRIVER SIDE O2 SENSOR IN TO HEADER COLLECTOR USING A LITTLE OF SUPPLIED ANTI-SEIZE ON THREADS. MAKING SURE NOT GETTING ANY ON THE END OF THE SENSOR.



INSTALL PASS. SIDE HEADER AND SUPPLIED HARDWARE TORQUING HEADER BOLTS TO 30 FTS. TORQUE. NOW REINSTALL EGR FLANGE TO HEADER WITH SUPPLIED GASKET AND HARDWARE TORQUING TO 10 TO 15 LBS. NOW INSTALL SUPPLIED HEAT-WRAP ONTO SPARK PLUG WIRES FOR HEAT PROTECTION. NOW REINSTALL SPARK PLUG WIRES ON PASS.



NOW REINSTALL DIPSTICK TUBE USING ONE STOCK STUD & NUT FROM VEHICLES STOCK HARDWARE. FOR DIPSTICK LOCATION. NOW INSTALL O2 SENSOR INTO HEADER USING A LITTLE OF SUPPLIED ANTI-SEIZE ON



NOW INSTALL PASS. SIDE HEAD PIPE ASSEMBLY USING SUPPLIED HARDWARE AND GASKET. BEFORE TIGHTENING CHECK FOR PROPER CLEARANCE THEN TIGHTEN HEADPIPE ASSEMBLY. AFTER HEADPIPE ASSEMBLY IS IN PLACE. (DOUBLE CHECK ALL FASTNERS AND HEAT WRAP ON SPARK PLUG WIRES.)

NOTE: IT IS NOT UNUSUAL WHEN INSTALLING HEADER TO GET A BURNING SMELL. THIS IS NORMAL AND IT WILL GO AWAY!

RECHECK ALL BOLTS, HEAT WRAP ON SPARK PLUG WIRES, ETC. MAKE SURE EVERYTHING IS TIGHT AND RE-ATTACHED. MAKE SURE ALL LINES ARE AWAY FROM HEADERS, BRAKES, OIL LINES, ETC.

Start Engine And Let Warm Up. Check For Leaks. Shut Engine Off And Let Cool Down. Re-Check All Fasteners Are Tight. **RETORQUE HEADER BOLTS TO 30-35 FT PDS OF TORQUE AFTER APPX 200-300 MILES.** A Good Idea Would Be To Check Them Every time You Change Your Oil. This Will Ensure That Your Headers Will Last A Long Time.

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HEADER PARTS LIST:

1. DRIVER SIDE HEADER
2. PASSENGER SIDE HEADER
3. STAINLESS Y-PIPE
4. HEADER GASKETS (2)
5. EGR GASKET
6. BOLT KIT
7. HEAT WRAP (8)
8. ANTI-SEIZE
9. FLANGE GASKETS (2)

YOU MUST RE-TORQUE YOUR HEADER BOLTS AFTER 100-200 MILES, IF NOT DONE THE GASKETS COULD BECOME LOOSE AND LEAKS CAN OCCUR!

COSMETIC TIP: Skin oils from your hands and engine compartment grime causes ugly "yellow" spots to appear on the chrome as it "blues" from the exposure to exhaust heat

CAUTION! Gloves or other protection should be worn to protect installer from burns due to hot exhaust components during these final steps!

IT IS CRITICAL that all bolts be re-tightened **HOT** after about 20 minutes of operation to prevent gasket failure.

NOTE: Headers Are Not Meant To Serve As "Exhaust System Support Hangers". Additional Hangers May Need To Be Added At The Time Of The Installation Of The Headers So That The Exhaust System Supports Itself When The Collector Bolts Are Removed. Headers That Have "Sagged" Due To The Lack Of Sufficient Exhaust System Support Will Not Be Replaced Under Warranty!

NOTE: Header bolts should be inspected for tightness from time to time to ensure optimum gasket life. The bolts will **STRETCH** some at first due to the exhaust heat, so they'll loosen **WITHOUT TURNING** until they "take a set". (Bolts hard enough not to stretch would **BREAK!**) We've experimented with the various "locking devices" on the market, which prevent from turning. They **DON'T WORK** on **HEADER BOLTS**, and they greatly complicate the process of re-tightening the bolts when it's necessary.

What **DOES** work is this:

Go over the bolts again after the first **DAY** of driving (or about 100 miles- whichever comes first), then after the first **WEEK**, after the first **MONTH**, and then **EVERY 6 MONTHS**. Our exclusive gaskets are specially made so that the cylinder head **SHOULD** begin to melt before the gaskets can burn up. About the only way to kill these gaskets is to let the headers get loose and then keep driving with a leak.

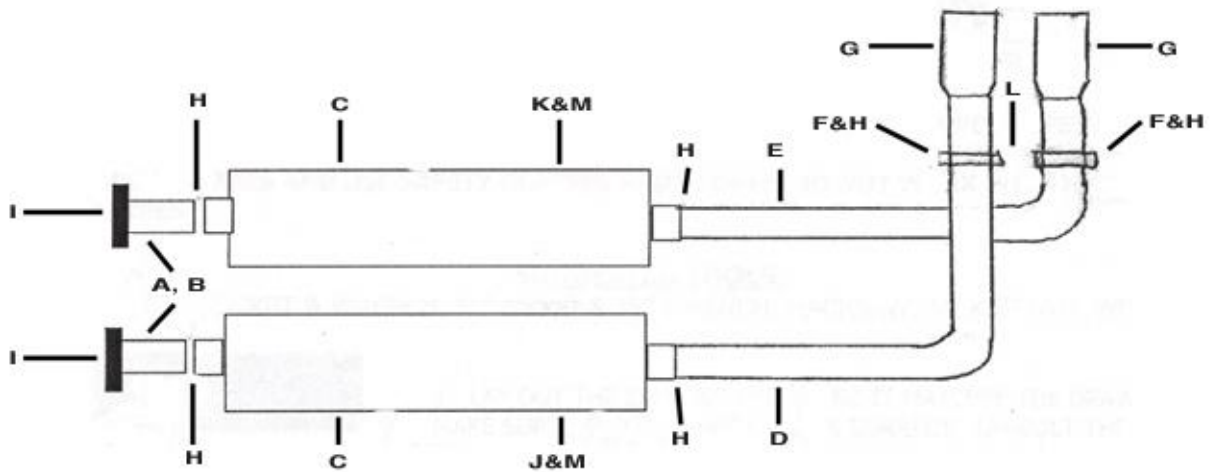
Due to varying conditions between geographical locations and usage, we strongly recommend having the engine re-tune at a reputable tune-up shop after the installation of the headers. Doing so will ensure that you get the maximum benefit from the installation of the headers.

GIBSON PERFORMANCE strives to deliver the highest quality materials, workmanship, and service. Please do not hesitate to call our technical line if you have a question or experience a problem.

WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS!

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ITEM	PART#	QUANTITY	DESCRIPTION
	GP132	1	CHROME HEADER
	YP132	1	STAINLESS Y-PIPE FOR HEADER
A	700504	1	3" PASS. SIDE HEADPIPE W/ FLANGE
B	700505	1	3" DRIVER SIDE HEADPIPE W/ FLGE
C	788824	2	SUPER FLOW MUFFLER
D	700506	1	3" DRIVER SIDE OVERAXLE PIPE
E	700507	1	3" PASS. SIDE OVERAXLE PIPE
F	08269	2	10" HANGER
F	BO-101	2	10" HANGER HARDWARE
G	500360	2	3-1/2" STAINLESS STEEL TIPS
H	OHD300	6	3" CLAMPS
I	BO-1026	1	FLANGE BOLTS 2" X 3/8"
J	4221	1	DRIVER SIDE BAND CLAMP
K	4222	1	PASS SIDE BAND CLAMP
L	BO-906	1	BOLT KIT FOR TAILPIPE
M	BO-1015	2	BOLT KIT FOR BAND CLAMP
N	9688	2	GASKET FOR Y-PIPE

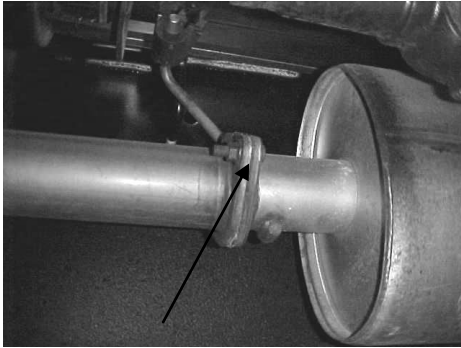
EXIT'S IN FRONT OF PASSENGER TIRES.

EXHAUST INSTRUCTIONS

WHEN INSTALLING THE EXHAUST SYSTEM, MAKE SURE TO USE PROPER SAFETY PRECAUTIONS. USE JACK STANDS WHEN UNDER VEHICLE, SET PARKING BRAKE, BLOCK TIRES AND USE SAFETY GLASSES AND GLOVES. DO NOT WORK WITH HOT PIPES!

SUGGESTED TOOLS:

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



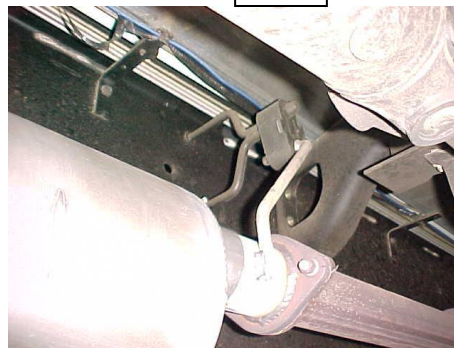
1. LAY OUT THE EXHAUST SYSTEM SO IT MATCHES THE DRAWING. MAKE SURE ALL PART NUMBERS ARE CORRECT. UN-BOLT THE STOCK EXHAUST FROM THE TWO FLANGES IN FRONT OF EACH STOCK MUFFLER. THEN REMOVE THE BRACKET HOLDING THE TAILPIPES TO THE CHASSIS. AFTER THIS STEP YOU CAN NOW REMOVE THE FACTORY SYSTEM ONE SIDE AT A TIME. BE CAREFUL NOT TO DAMAGE THE FACTORY GASKETS. YOU WILL RE-USE THEM.

2. INSTALL PASSENGER SIDE HEADPIPE #A WITH HARDWARE PROVIDED THEN INSTALL DRIVERSIDE HEADPIPE #B USING HARDWARE PROVIDED RE-USING YOUR STOCK GASKETS INSERT HANGERS INTO RUBBER GROMMETS. DO NOT TIGHTEN!

2A



2B



3. NEXT INSTALL MUFFLERS #C ON TO HEADPIPES 1 1/2 TO 2" INLET IS LOOKING INTO THE LOUVERS, OUTLETS WILL BE AT THE 6 O'CLOCK POSITION. USE CLAMP #H TO SECURE MUFFLERS TO HEADPIPES. DO NOT TIGHTEN!



4. INSTALL DRIVERS SIDE BAND CLAMP #K ONTO MUFFLER, AND INSERT HANGER INTO RUBBER GROMMET. INSTALL PASSENGER SIDE BAND CLAMP #L ONTO MUFFLER, AND INSERT HANGER INTO RUBBER GROMMET. USE HARDWARE PROVIDED TO SECURE BAND CLAMPS TO MUFFLERS.

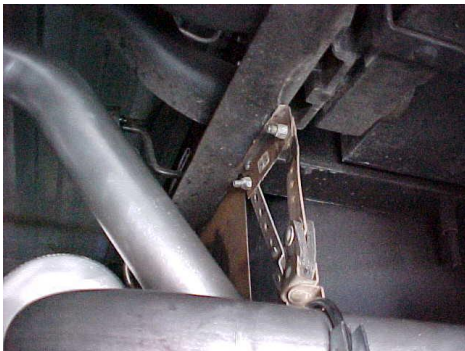
4A



4B



5. INSTALL BOTH 10" HANGERS #J, ONTO BRACKET WHERE YOUR STOCK ONE WAS MOUNTED. YOU WILL USE THE TOP HOLE, AND LEAVE IT LOOSE UNTIL TAILPIPES ARE INSTALLED.



6. INSTALL PASSENGER SIDE TAILPIPE #E INTO MUFFLER 1 1/2" - 2", AND USE CLAMP #H TO HOLD TAILPIPE TO 10" HANGER. DO NOT TIGHTEN.





7. INSTALL DRIVERS SIDE TAILPIPE #D INTO MUFFLER 1 ½" – 2" IT WILL ROUTE OVER YOUR DRIVE SHAFT AND COME OUT ON THE RIGHT SIDE OF THE PASSENGER SIDE TAILPIPE. USE CLAMP #H TO SECURE TAILPIPE TO MUFFLER. USE CLAMP #H TO HOLD TAILPIPE UP TO 10" HANGER. DO NOT TIGHTEN! BOLT TAILPIPE TABS TOGETHER, DRIVERSIDE TAB WILL BE ON THE BOTTOM.



8. INSTALL YOUR STAINLESS TIPS. THEN GO AND TIGHTEN ALL OF THE NUTS, BOLTS, AND CLAMPS FROM THE FRONT WORKING YOUR WAY BACK.

MAKE SURE YOU HAVE A MINIMUM OF A 1" CLEARANCE FROM ALL BRAKE LINES, FUEL LINES, TIRES, SHOCK BOOT'S, ETC.