

SCC10 / SCC12

409 Stainless Steel header/cross-member back exhaust system for
1968-80 C3 Corvettes

SCC12: 1968-74 2-1/2" w/ x-pipe

SCC10: 1975-80 2-1/2" w/ x-pipe, w/ rear exit polished tips



Thanks again for purchasing your new 409 stainless steel Pypes Performance Exhaust cross-member back system. Please be sure to confirm all the components in the kit were received in your shipment before beginning installation. These kits will include (2) "S" x-pipe extensions (1) X-pipe kit, (2) mid-pipes (2) Mufflers, (2) polished tailpipes/tips (SCC10 only), (2) rear hangers, (8) clamps, and (1) bonus pack. The kit includes the muffler of your choice: (S) Street Pro, (R) Race Pro, and (V) Violator. Installation of this kit will require some simple hand tools; box wrenches, deep sockets w/ ratchet, extension, a saws-all and some penetrating lubricant. For a quicker and tighter installation, air tools are recommended. Fully welding the system is always recommended when possible.

- (A) 'S' X-pipe Extensions
- (B) X-pipe Assembly
- (C) Mid-pipes
- (D) Mufflers
- (E) Tips (SCC10 only)

1. Begin by placing the vehicle on a lift or four jack stands at maximum height to aid in an easier installation. To help ease the installation, pre-fit all the components into a complete system on your garage floor, using the diagram provided.

2. Remove the existing exhaust system from the headers or exhaust manifolds back. You can also remove any hanger mounted to the frame as your new kit includes new hanger brackets for the rear. The existing transmission exhaust bracket must be utilized.

3. Now it's time to install your new components. Begin by installing your new one piece direct fit x-pipe through the holes in your transmission cross-member. The rear legs must sit level with the center section of the rear. These should not point towards the ground. The flared and slotted end should protrude through the front of the cross-member just enough to add clamps. Your vehicle was manufactured with a rear transmission mount exhaust hanger which must be utilized. Two u-clamps have been provided in the kit to secure the front of the x-pipe to the hanger. Also this will clamp the "s" pipes so just snug until final adjustments. You will need to support the rear section of the x-pipe while installing the rest of the components. The short "S" bends will slide into the front of the x-pipe, allowing for the attachment of headers or down-pipes. Some header applications require custom bent collectors due to the header not ending square and parallel to the car or do not line up with the s-pipes which were designed to clear both auto and manual transmissions. For proper system fit, your collectors must run parallel with your rocker panels.

4. Next, install the two mid-pipes. They are designed to run just under the leaf springs and curve towards the side of the car. Be sure to install a band clamp on to the expanded portion before installing the mid-pipes.

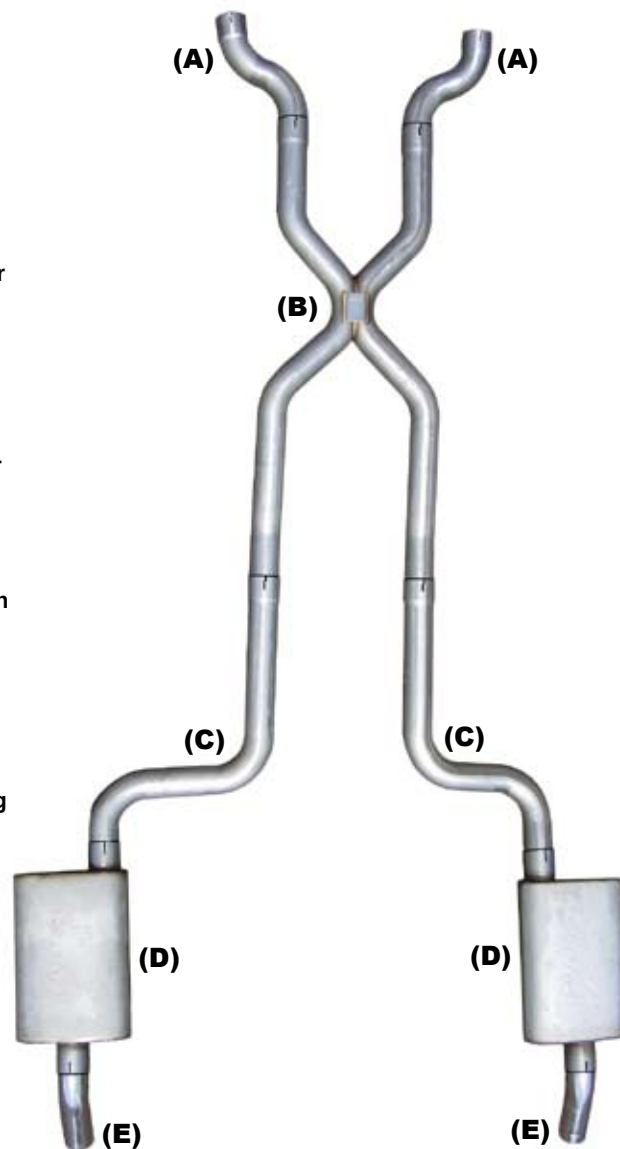
5. Now, install the rear hanger brackets. The "L" bracket gets bolted with the supplied hardware to an existing hole located in the rear cross-member at about the same location as the original hanger would have been installed. The rubber hanger portion of the hanger bracket must hang towards the side of the car. This bracket hanger will soon attach to the outlet of the muffler and the polished tip.

6. Next, slide the mufflers (The center is the outlet) onto the mid-pipes. Make sure to install the clamps before sliding onto the mid-pipes. Now, slide the downturn tailpipes/tip into the outlet of the mufflers. Using a u-clamp, hang the center outlet of the muffler and the tip. Snug the clamp.

7. Before tightening, make all the adjustment to the system for the proper fit. Begin tightening the clamps from front to back. (Warning: tightened clamps will leave marks in the tubing, making removal or adjustments extremely difficult) or for the best fit weld all the slip joints. The 409 stainless can be welded with your standard Mig welder, and is highly recommended when possible.

8. If DCC10S down-pipes are used, slide them directly into the "s" pipes. Donut style gaskets are required at the manifold connection and available at your local auto parts store. The heat riser must be removed from the passenger side before installing the down-pipes. If a heat riser is still required on your application, the down-pipe must be shortened.

9. Some header applications require custom bent collectors due to the header not ending square and parallel to the car. For proper system fit, your collectors must point straight into the "S" bent x-pipe extensions.



**Now it's time to fire up that muscle car and enjoy your
new Pypes Performance Exhaust.**