

SCC910E

1975-80 C3 Corvettes
Stainless Steel Header/Crossmember-back System
SCC910E: 2.5" w/X-pipe, tips



Thanks again for purchasing your new stainless steel Pypes Performance Exhaust. Please take the time now to review these installation instructions and confirm that all the components in the kit were received in your shipment before you begin dis-assembly.

BILL OF MATERIALS	
A	'S' X-pipe Extensions
B	X-pipe Assembly
C	Midpipes
D	Mufflers
E	Tips
F	EPA Compliant Catalytic Converters

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 you 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 catalytic converters to either headers or manifold down-pipes.

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. Mount the HVH20S to the rear of the muffler (between muffler & tip), and attach to the underside of the body. You might be able to find an existing hole. Next secure HVH11S to the front side of the muffler & use TPHV6 to hang the clamp to the body. Find a good spot on body or rear cross-member. This set up is adjustable to get the system aligned properly.

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, just treat the welds to prevent rusting.

8. If DCC10S down-pipes are used, slide them directly into the catalytic converters. 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 catalytic converters.

