

SFM03 / SFM04

Stainless Steel header/cross-member back exhaust system for
1965-1973 Ford Mustangs

SFM03: 1965-70 2-1/2" Header-back system w/ x-pipe

SFM04: 1971-73 2-1/2" Header-back system w/ x-pipe



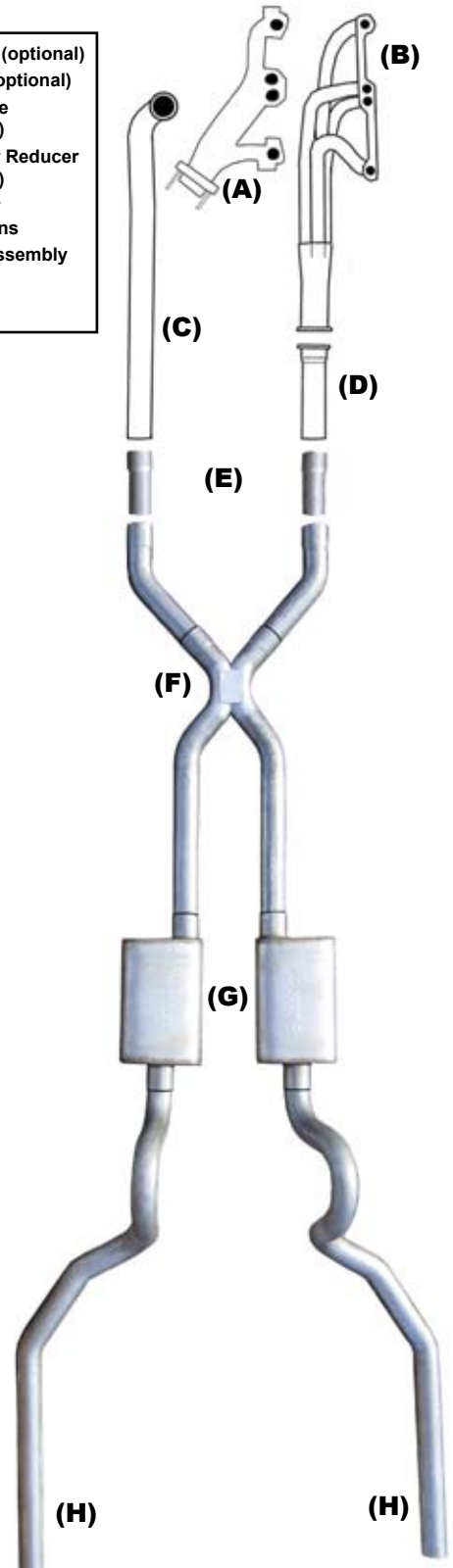
Thanks again for purchasing your new Stainless steel Pypes Performance Exhaust header/cross-member back system. Please be sure to confirm all the components in the kit were received in your shipment before beginning installation. These kits will include (1) X-pipe kit, (2) Mufflers (if purchased), (2) tailpipes, (2) collector extensions, (2) muffler hangers, (2) tailpipe hangers, (8) clamps, and (1) bonus pack. If you purchased a kit including mufflers you will see the following notation after the system number: (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.

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 factory reproduction hangers.
3. Now, install your new components. Begin by test installing your new tailpipes. Since this system uses universal style hangers, you will need to find an appropriate location to mount them. We have also included spoon style tailpipe hangers which can be used close to the bumper if the factory rubber hangers are still present. The muffler hangers will get mounted to the rear seat pans just in front of the rear. If you so choose, custom hangers may be fabricated, let your creativity shine.
4. Now, install the mufflers. The inlet should be closest to the drive shaft and the outlet should be towards the rockers of the car. The clamp attached to the hanger at the backside of the muffler will be the only connection clamp used.
5. Next, install the x-pipe. This is where trimming of the tubing may be required for the optimum fit. Install the fixed rear legged "X" into the mufflers first. You are aiming to have the center "X" land approx 8-12 inches behind the tail shaft of your transmission and centered under the driveshaft. Also, the center plate on the "X" has an arrow stamp which must point forward. Trim the rear legs as needed to put your "X" in the proper location. Quick tip: If the rear suspension is unloaded, you can push the center "X" up until it just about touches the drive shaft as it will never hit once the suspension is loaded. Slide the front legs into the x-pipe. They should end somewhere close to the humps in your transmission cross-member. On some applications, the front "X" legs may not be centered in the humps but line up to your headers or down-pipes. This is fine as the system will not hang too low. Be extra careful when measuring and cutting. A helpful tip: Line up the front legs under the center "X" to mark your cut lines making sure to line them up with you headers or down pipes.
6. Connect the front legs of the x-pipe to the headers (collector reducers) utilizing the two 1ft collector extension pipes. Trimming the length may be required. Do not connect the x-pipe directly to your headers. If down pipes (see down-pipe instructions) are used, make sure they end close to the rear side of the transmission cross member. If they are too long they must be trimmed. Some header applications require custom collectors due to the header not ending square and parallel to the car. For proper system fit, your collectors must run parallel with your rocker panels.
7. Finish the system by making all your final adjustments to position the x-pipe, mufflers and tailpipes. Now tighten all the clamps (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. Stainless steel can be welded with your standard mig welder, and is highly recommended when possible.

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

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| (A) Manifold (optional) |
| (B) Header (optional) |
| (C) Downpipe (optional) |
| (D) Collector Reducer (optional) |
| (E) Collector Extensions |
| (F) X-pipe Assembly |
| (G) Mufflers |
| (H) Tailpipes |



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