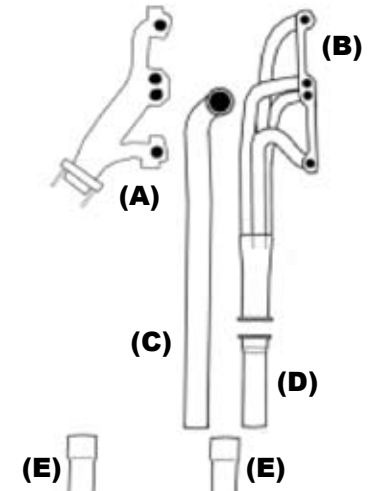


SGA10/ SGA11/ SGA12/ SGA13/ SGA14/ SGA16
 409 Stainless Steel header/cross-member back exhaust system
 for 1964-1972 GM A-bodies

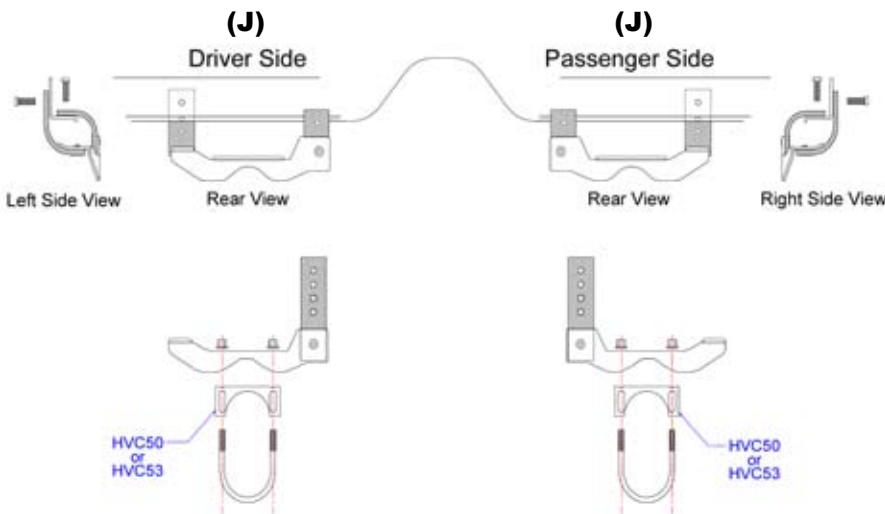
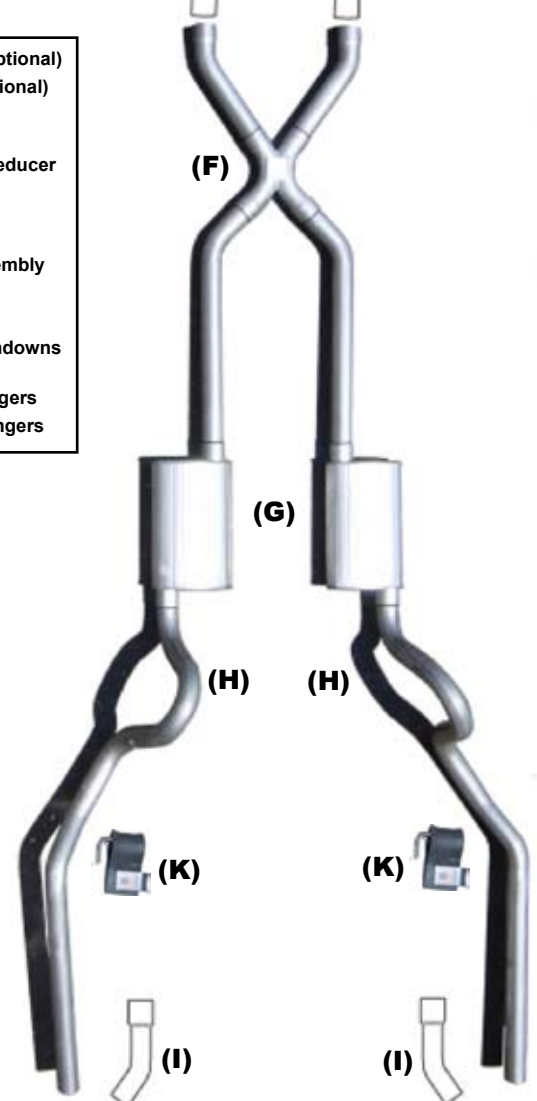


- SGA10:** 2-1/2" w/ x-pipe
- SGA12:** 2-1/2" w/ x-pipe 1970-71 GTO only
- SGA13:** 3" w/ x-pipe
- SGA11:** 2-1/2" w/ X-Change x-pipe
- SGA16:** 2-1/2" w/ X-change x-pipe 1970-71 GTO only
- SGA14:** 3" w/ X-Change x-pipe

(qty)	SGA10	SGA12	SGA13	SGA11	SGA16	SGA14
X-pipe Kit (1)	XVA10		XVA13	XVX10		XVX13
Mufflers (2)	2.5" StreetPro = MVS10 3" StreetPro = MVS16		2.5" Racepro = MVR10 3" Racepro = MVR16	2.5" Violator = MVV10 3" Violator = MVV16		
Tailpipes (2)	TGA10	TGA16	TGA13	TGA10	TGA16	TGA13
Collector Extensions (2)	PVM11		PVM51	PVM11		PVM51
Muffler Hangers (2)	HGH13					
Tailpipe Hangers (2)	HGH10					
Clamps (8)	HVC50		HVC53	HVC50		HVC53



- (A) Manifold (optional)
- (B) Header (optional)
- (C) Downpipe (optional)
- (D) Collector Reducer (optional)
- (E) Collector Extensions
- (F) X-pipe Assembly
- (G) Mufflers
- (H) Tailpipes
- (I) Tips or Turndowns (optional)
- (J) Muffler Hangers
- (K) Tailpipe Hangers



INSTALLATION INSTRUCTIONS

Thanks again for purchasing your new 409 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.

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 hangers mounted to the frame as your new kit includes factory reproduction hangers.
3. Now install your new components. Begin by installing the new tailpipe hangers. These holes are located approx 12-16" forward from the rear bumper, on the outside of the frame rails. Next, the muffler hangers install just forward of the rear end housing to the cross-member which is perpendicular to the frame rails. Your new hangers have two rubber straps with three holes each. They install as follows: the vertical strap gets bolted through the middle hole to the cross-member parallel to the floor towards the outside of the car. The horizontal strap gets bolted through the top of the cross member by wrapping the rubber strap into a "C" shape. The bolt will need to go through the top hole in the strap. Next, install a complete clamp on each hanger.
4. Install the two tailpipes on to the clamps you just installed on the hangers. Snug the nuts to hold the tailpipes in place. Your new tailpipes will not require trimming unless installing tips.
5. 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.
6. Next, install the x-pipe. This is where trimming of the tubing may be required for the optimum fit. Install the rear legs 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" and mufflers 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 your headers or down pipes.
7. Continue by connecting the front legs of the x-pipe to the headers (collector reducers) utilizing the two 1ft collector extension pipes. Trimming the length will be required. Do not connect the x-pipe directly your headers. If down pipes (see down-pipe instructions) are used, make sure the pipe ends 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.
8. 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. The 409 stainless 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.