



INSTALLATION INSTRUCTIONS

If you are not familiar with the exhaust installation process, it is best to layout the entire system (as pictured) before trying to do the installation or cutting. A quick e-mail to Pypes containing digital pics will confirm your layout is correct.

1. Start by removing your old mufflers and tailpipes. We recommend an ample dose of WD40 or other brand of penetrating oil to avoid stripping or breaking the bolts at the flanges especially at the manifolds. You may have to cut the tailpipes to remove them.

2. Temporarily Install the tailpipes, and mufflers without tightening any of the connections. On some Mufflers there is an inlet and outlet! (ie: FlowMaster and Pro V) Use stands to hold the system in place. Rotating any of the components changes the position of the mufflers and the tailpipes. Experiment by rotating components until a satisfactory position of both the mufflers and the tailpipes is achieved. Sometimes it is necessary to twist the tailpipes for best fit. The large 'over the axle' bend does not necessarily need to be in a vertical fashion for best fit. Check the exit points of the tailpipes. If they need to be shorter for better looks or an added downturn or extension is being used, now is the time to make any cuts.

Cars with Headers:

3. A single straight pipe (PVM51) that is flared on each end is included in all header back kits. This single pipe can be cut and used for both collectors to fill the gap between the muffler extensions and your header collector reducers. They are flared to allow for slip fit installation. You may need to add an additional piece of straight pipe depending on your muffler and header configuration. Collector reducers are included with our headers, not with our systems.

Cars with Manifolds:

3. If you purchased the optional manifold downpipes, they can be temporarily installed at any time during the installation process. When the rest of the system is positioned properly, you will see how much of the back of the downpipes that need to be cut to properly fit into the midpipes.

5. While holding everything in place, begin to tighten all connections. Remember, once a U-clamp is tightened securely, it is very hard to separate the pipes at this point! So be very careful you are satisfied with the position of the mufflers and tailpipes before you fully tighten. Look for clearance and proper height all the way around each muffler. Look to make sure tailpipe is not hitting tire or other obstruction.

Note: ALWAYS start from the tailpipes and downpipes and work your way to the middle!

6. Start engine and listen and look for leaks. Black deposits at any junctions indicate an exhaust leak.

7. After driving the car for approximately 50 miles, check the system for any possible loose connections.

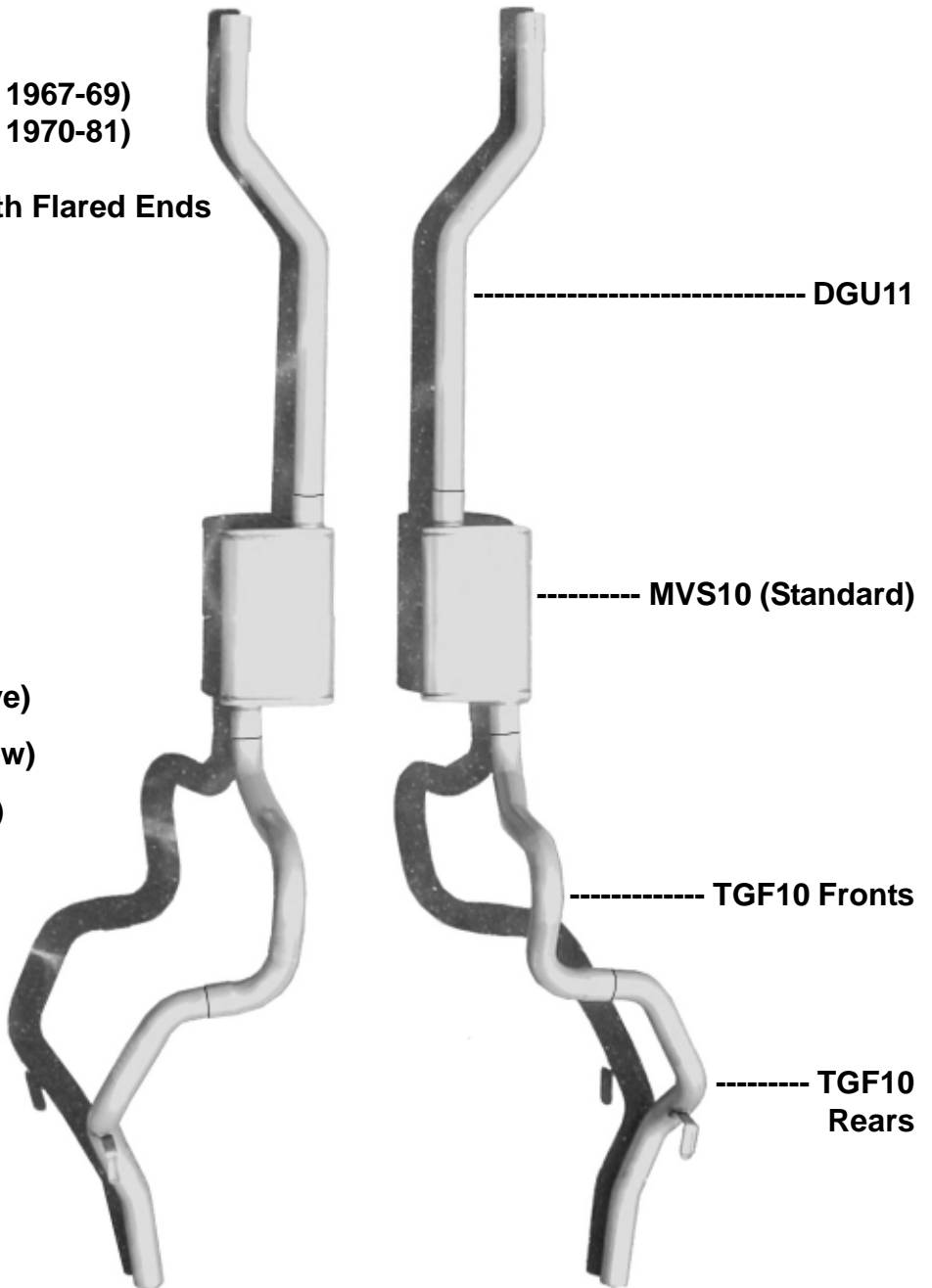
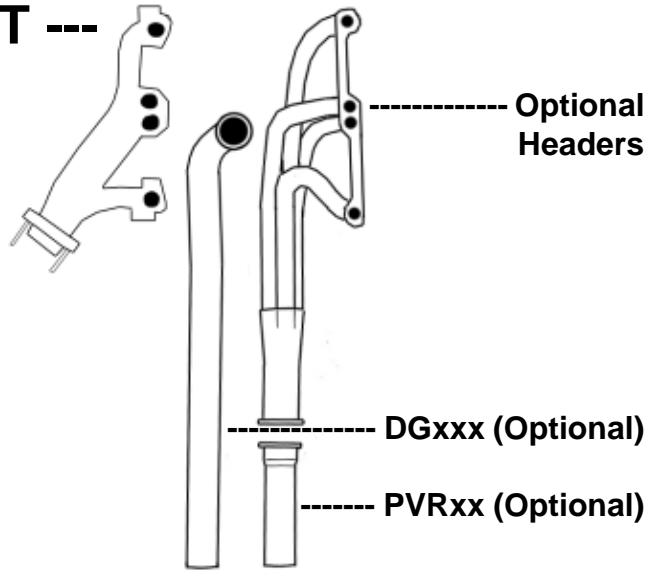
Note: If you plan on switching mufflers at any point, it is highly recommended that you purchase stainless steel band clamps. Pypes #HVC23. Similar band clamps may be purchased at your local NAPA store.

Note: Upon First engine start up, it is normal to see a large amount of white smoke. This is the mandrel fluid burning off both the inside and outside of the pipes.

SGF31 / SGF31C

--- PARTS LIST ---

<u>QTY</u>	<u>PART#</u>	<u>DESCRIPTION</u>
2	DGU11	2.5" Midpipe Legs
2	MVS10	2.5" Street-Pro Muffler (Unless Substituted)
2	TGF10	2.5" Front Tailpipes (LH & RH)
2	TGF10	2.5" Rear Tailpipes (LH & RH)
8	HVC50	2.5" U-Clamps
2	HVH10	Muffler Hangers
2	HVH20	Tailpipe Hangers (for 1967-69)
2	HVH30	Tailpipe Hangers (for 1970-81)
1	PVM11	2ft Long 2.5" Pipe with Flared Ends (not shown)



Popular Options

- DGxxx Downpipes
- Dxxx Headers
- PVRxx Collector Reducers
- MVP10 Pro-V Mufflers (Aggressive)
- MVR10 Race-Pro Muffler (Full Flow)
- MVM10 Maxi-mizer Muffler (Quiet)
- EVTxx Tips

Add a "C" to each Part# for Ceramic.



Shop for other performance exhaust systems on our website.