

SGG20 / SGG22

409 Stainless steel cross-member back exhaust system
for 1978-1988 GM G-bodies El Camino's

SGG20: 2-1/2" System w/ x-pipe, side-exit tailpipes *

SGG22: 2-1/2" System w/ x-pipe, rear-exit tailpipes *
* Double hump cross-member required



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) x-pipe angled extensions (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 409 stainless 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.

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| (A) X-pipe Front Legs |
| (B) X-pipe Assembly |
| (C) X-pipe Extensions |
| (D) Mufflers |
| (E) Tailpipes |

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, exhaust manifolds back or the catalytic converter. You can also remove any hanger mounted to the frame as your new kit includes new hangers.

3. Now, install your new components. You will be starting from the back of the car and working your way forward. Begin by installing the new tailpipes. Your new tailpipes will not require trimming unless installing tips.

- Side exit style: Temporarily hang the tailpipes over the rear axle. These tailpipes utilize factory mounting holes located on the frame rails near the rear tires. Place the rubber tailpipe grommets onto the "L" shaped hangers, slide the bolt through the hole and thread them into the frame rails. If factory holes are not present, new ones will need to be drilled. Slide the mufflers onto the tailpipes placing a support under them. You will be clamping a hanger to the back of the muffler neck and attaching it to the under body of the car. In some applications, your factory hangers may be used.

4. You have just slid the mufflers on to the tailpipes. 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 or converter back Y-pipe. This is where trimming of the front legs and rear legs may be required for the optimum fit. Install the rear leg extensions into the mufflers first. Your center "X" should land approx 8-12 inches behind the tail shaft of your transmission and centered under the driveshaft. Also, the center plate in the "X" has an arrow stamp which must point forward. Slide the fixed rear legs into the rear leg extensions. Length trimming will be necessary. The approx amount of material to be trimmed off will be 6-9 inches depending on transmission, cross member and header location. Next, slide the front legs into the x-pipe. They should end somewhere close to the humps in your transmission cross-member. These may need to be trimmed to fit the width of your headers or optional down-pipes. 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. Finish the system by connecting the front legs of the x-pipe to the headers (collector reducers) utilizing the two 1ft connection pipes. Trimming the length may be required. If down pipes 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 in the car. For proper system fit, your collectors must run parallel with your rocker panels.

6. Finish the system by making all your final adjustments to position the mufflers and piping. Now tighten all the clamps or for the best fit weld all the slip joints. 409 stainless steel can be welded with your standard mig welder.

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

