

SGF60/ SGF63

409 Stainless Steel header/cross-member back exhaust system
for 1967-69 GM F-bodies

SGF60: 2-1/2" w/ x-pipe, qtr exit tails

SGF63: 3" w/ x-pipe, qtr exit tails



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, (4) wire form 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.

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

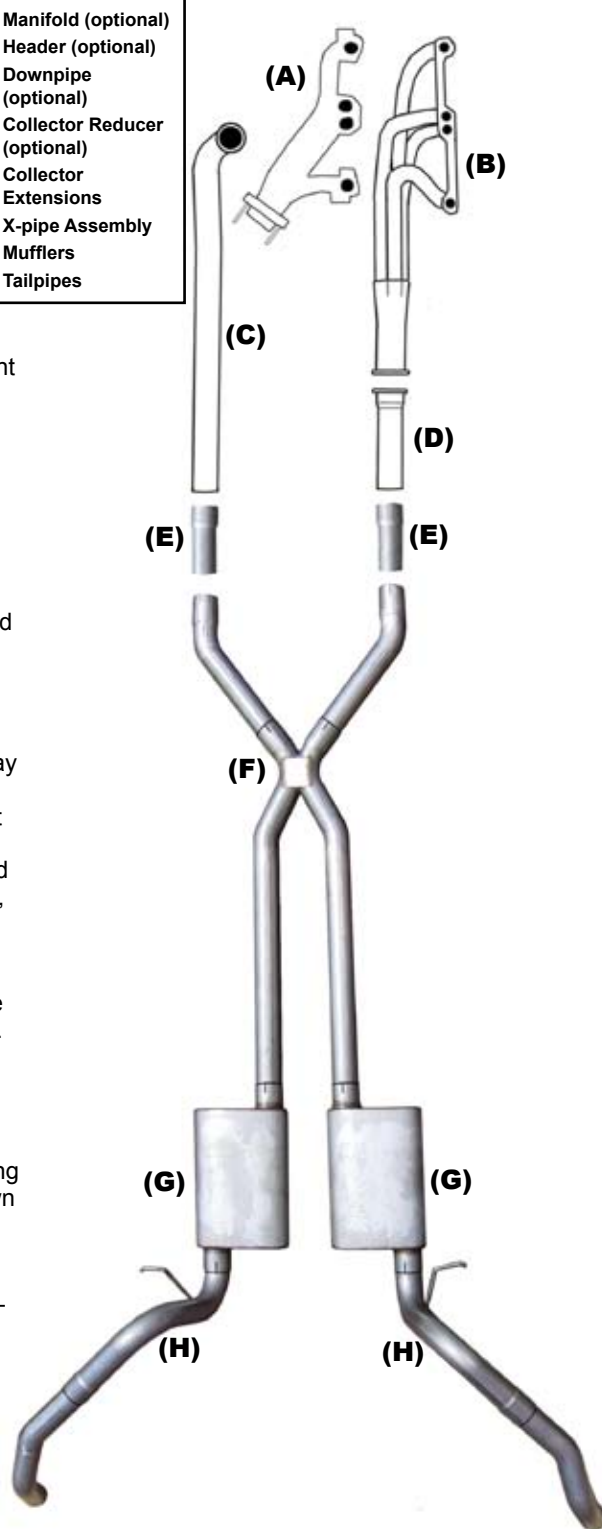
2. First, remove the existing exhaust system from the headers or exhaust manifolds back. You can also remove any hanger mounted to the frame as your new kit includes wire form style hangers.

3. Now it's time to install your new components. Begin by test installing your new tailpipes. These tailpipes have been designed in two pieces to ease installation. The expanded joint will be just above the rear near the gas tank. The kit includes some sleek wire form hangers which will get mounted to the under body and frame in the locations of the welded wire forms on the tailpipes. Do not install the hanger mounts until the system has been set into place as this will determine the height of the system. Once the tailpipes are in place, slide the mufflers on. Inlets close to the driveshaft and outlets near the spring perches.

4. Next, it's time to install the x-pipe. This is where trimming of the tubing may be required for the optimum fit. Install the rear "X" member 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 your headers or down pipes.

5. Last, finish the system 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 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, you collectors must run parallel with your rocker panels.

6. 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.**