

# SGF911E | SGF941E

1975-81 GM F-bodies  
Stainless Steel Header/Crossmember-back System

SGF911E: 2.5" w/X-pipe, straight back tails  
SGF941E: 2.5" w/H-pipe, straight back tails



Thanks again for purchasing your new stainless steel Pypes Performance Exhaust. Please take the time now to review these installation instructions and confirm that all the components in the kit were received in your shipment before you begin dis-assembly.

BILL OF MATERIALS	
A	Manifold (optional)
B	Header (optional)
C	Downpipes (optional)
D	Collector Reducer (optional)
E	EPA Compliant Catalytic Converters
F	X or H-pipe Assembly
G	Midpipes
H	Muffler
I	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 factory reproduction hangers.

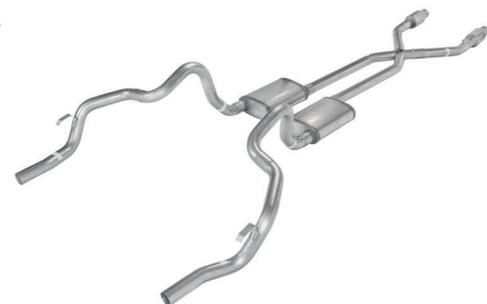
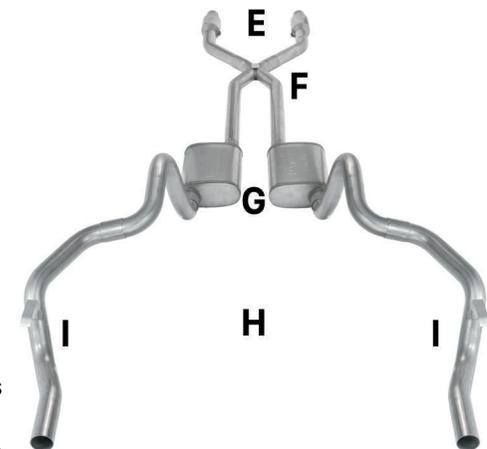
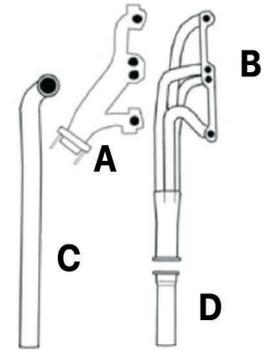
3. Now install your new components. Begin by test installing your new tailpipes. These tailpipes have been designed in two pieces to ease installation. The expanded joint will be just above the rear near the gas tank. The new repro tailpipe hangers will get mounted in the factory location on the outside of the frame rail just in front of the leaf spring shackles. Slide the spoon hanger welded to the tailpipe into the hanger just installed. Next, the over the axle portion of the tailpipe can be installed. Final adjustments will be done when the entire system is installed. The muffler hangers will get mounted to the rear seat pans just in front of the rear. On some models, you maybe able to utilize the original muffler and tailpipe hangers. 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 or h-pipe. This is where trimming of the tubing may be required for the optimum fit. Install the rear "X or H" member into the mufflers first. You are aiming to have the center "X or H" land approx 8-12 inches behind the tail shaft of your transmission and centered under the driveshaft. Also, the center plate on the "X or H" has an arrow stamp which must point forward. Trim the rear legs as needed to put your "X or H" in the proper location. Quick tip: If the rear suspension is unloaded, you can push the center "X or H" 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 or h-pipe. They should end somewhere close to the humps in your transmission cross-member. On some applications, the front "X or H" legs may not be centered in the humps but line up to your headers or downpipes. 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 or H" 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 or h-pipe to catalytic converters. If downpipes (see downpipe instructions) are used, they may need to 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.

7. Finish the system by making all your final adjustments to position the x or h-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.



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