

# SGF970E | SGF940E

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

SGF970E: 2.5" w/H-pipe, crossflow muffler, QTR exit tailpipes

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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	H-pipe Assembly
G	Midpipes
H	Muffler
I	Tailpipes
J	Tips

**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 it's time to install your new components. Begin by test installing your new tailpipes. The new repro tail-pipe hanger 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. Here is where the muffler installation will begin. The Crossflow muffler should sit square and close to parallel, between the gas tank and the rear. The driver side tailpipe will go in the bottom inlet of the muffler and the passenger side into the top inlet opposite side. Next, the over the axle portion (mid-pipes) of the tailpipe can be installed. Driver side will go in the top of the muffler and the passenger side into the bottom of the opposite side. 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. If you so choose, custom hangers may be fabricated, let your creativity shine...

**4.** Next, its time to install the x 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 downpipes. Note: Convertible owners will require their body brace to be lowered & rotated, then using our RPE631FA body brace spacer kit to make the exhaust fit properly.

**5.** Connect the front legs of the x or h-pipe to the catalytic converters. If downpipes are to be used, they may need to be trimmed to fit. 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. Install optional EVT49 Quarter-Exit tips or EVT58 Rear-Exit tips. Installation of 1976-81 T/A splitter tips will require TGF20E for proper tip position.

**6.** 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.

