

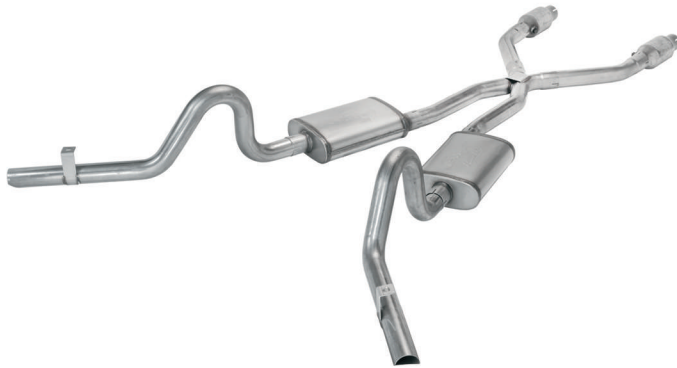
SGG910E | SGG912E

1978-88 GM G-bodies
Stainless Steel Header/Crossmember-back System

SGG910E: 2.5" w/X-pipe, side exit tailpipes
SGF912E: 2.5" 2.5" w/X-pipe, SS style straight back tailpipes



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.

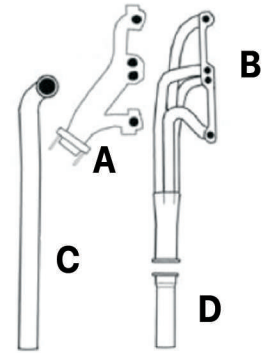


BILL OF MATERIALS	
A	Manifold (optional)
B	Header (optional)
C	Downpipes (optional)
D	Collector Reducer (optional)
E	EPA Compliant Catalytic Converters
F	X pipe Assembly
G	Muffler
H	Tailpipes

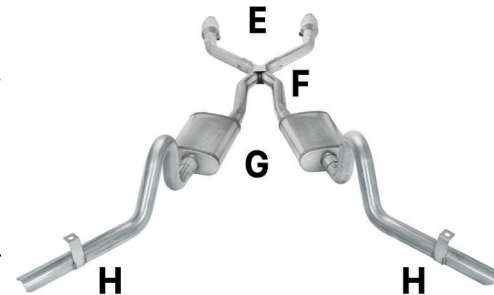
1. Begin by placing the vehicle on a lift or four jack stands at maximum height to aid in an easier installation. To help ease the installation, pre-fit all the components into a complete system on your garage floor, using the diagram provided.

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 factory reproduction 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. These kits have two tailpipe options: Side exit (Grand National style) or Straight back (SS style). Below, are the proper instructions for each style:



SS style: Temporarily hang the tails over the rear axle, slide the provided spoon hanger into the factory mount located on the frame rail close to the bumper. Using a clamp, attach the spoon hanger to the tailpipe. 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.



GN style: Temporarily hang the tailpipes over the rear axle. 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. This is where trimming of the front legs may be required for the optimum fit. Install the rear legs into the mufflers first. Your center "X" should be positioned approximately 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. 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 transmission crossmember humps. 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 cats and then either downpipe or header. Some header applications require custom collectors due to the header not ending square and parallel in 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 mufflers and piping. Now tighten all the clamps or for the best fit weld all the slip joints. The stainless steel can be welded with your standard mig welder.

FIRE IT UP!

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