

SGC10/ SGC13/ SGC11/ SGC14/ SGC16

409 [Stainless Steel header/cross-member back exhaust system](#)
for 1955-1957 GM Bel Air (sedan only)

- SGC10:** 2-1/2" w/ x-pipe
- SGC13:** 3" w/ x-pipe
- SGC11:** 2-1/2" w/ X-Change x-pipe
- SGC14:** 3" w/ X-Change x-pipe
- SGC16:** 2-1/2" w/ x-pipe, Nomad, Wagon, Sedan Delivery



- (A) Manifold (optional)
- (B) Header (optional)
- (C) Downpipe (optional)
- (D) Collector Reducer (optional)
- (E) Collector Extensions
- (F) X-pipe Assembly
- (G) Mufflers
- (H) Tailpipes
- (I) Side Exit Tailpipe Extensions

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 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. Since this system uses universal style hangers, you will need to find an appropriate location to mount them. The tail pipes hangers will mount to the underside of the frame rails as the tailpipe is designed to run directly under the frame. The muffler hangers will get mounted to the rear seat pans just in front of the rear. Nomad/Wagon owners please follow the same tailpipe instruction. Your tailpipes will exit just behind the rear tires on the side of the body. If you so choose, custom hangers may be fabricated, let your creativity shine...

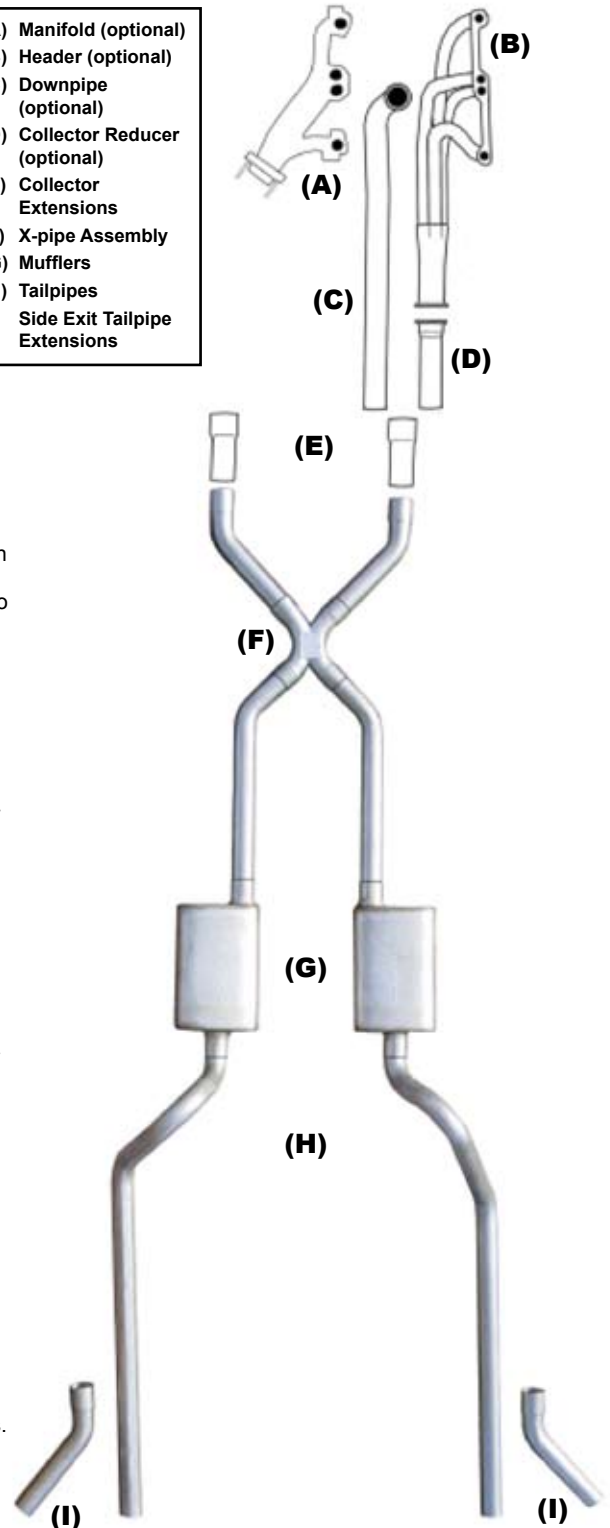
4. Install the two tailpipes on to the clamps you just installed on the hangers. Snug the nuts to hold the tailpipes in place. Your new tailpipes will not require trimming unless you will be using the optional bumper corner extensions included in this kit.

5. Now, install the mufflers. The inlet should be closest to the drive shaft and the outlet should be in the center of the muffler. The clamp attached to the hanger at the back-side of the muffler will be the only connection clamp used.

6. Next, its time to install the x-pipe. The x-pipe is designed so that the front legs are wide enough to land in the original cross member humps welded to the frame rails. This wider leg is helpful for down-pipe or 3/4 length header applications. Trimming of the tubing may be required for the optimum fit when using long tube headers. Install the rear legs 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 in the "X" has an arrow stamp which must point forward. Trim the rear legs as needed to put your "X" in the proper location. Also, you may need to trim the rear leg where it slide into the center "X" to allow the proper clearance for the mufflers near the rear spring mounts. If your vehicle still utilizes the factory parking brake cables, they will now get routed above the piping. Minor cable adjustment may be required after the exhaust is installed. 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.

7. Continue 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. 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. 3/4 length headers will require custom fabricated collectors utilizing 30 deg mandrel bends and flanges. Please use our website for excellent pictures of the different header and manifold applications. For proper system fit, you collectors must run parallel with your rocker panels.

8. 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 409 stainless 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.