# XVA10/ XVA13/ XGC10/ XGC13/ XVF10/ XVF13

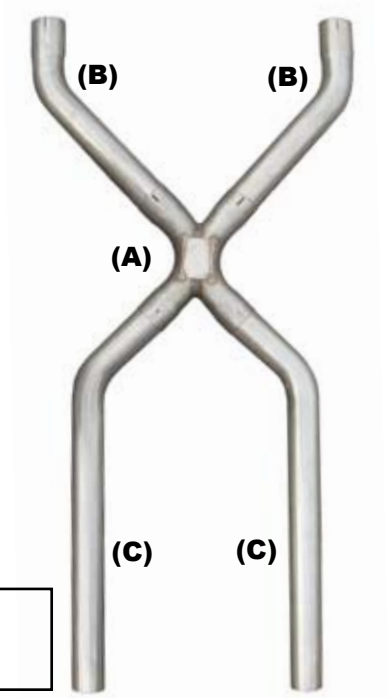
409 Stainless Steel Universal X-pipe Kits

*"S" at the end of the part number denotes 304 polished stainless steel.*

**XVA10:** 2-1/2" Universal fit
**XGC10:** 2-1/2" Tri-5 Chevy
**XVF10:** 2-1/2" Driveshaft tunnel kit

**XVA13:** 3" Universal fit
**XGC13:** 3" Tri-5 Chevy
**XVF13:** 3" Driveshaft tunnel Kit

## XVA10
## XVA13
## XGC10
## XGC13



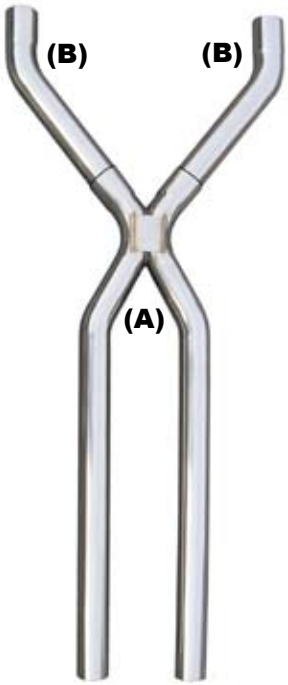

(A) Center X
(B) Front Legs
(C) Rear Legs

1. This five piece kit is a universal kit produced to fit many applications. Measuring and cutting will be required. The x-pipe is designed to connect to you collector reducers or down-pipes under the transmission cross-member.

2. Next, install the x-pipe. This is where trimming of the tubing may be required for the optimum fit. 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 on the "X" has an arrow stamp which must point forward. Trim the rear legs as needed to put your "X" and mufflers 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 not 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 you headers or down pipes. Some header applications require custom collectors due to the header not ending square and parallel to the car. For proper x-pipe fit, your collectors must run parallel with your rocker panels.

3. Finish the system by making all your final adjustments to position the x-pipe. 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.

## XVF10
## XVF13




(A) Center X
(B) Front Legs

1. This three piece kit is a universal kit produced to fit close to the drive shaft tunnel. Measuring and cutting will be required. The x-pipe is designed to connect to you collector reducers or down-pipes under the transmission cross-member.

2. Next, install the x-pipe. This is where trimming of the tubing may be required for the optimum fit. 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 on the "X" has an arrow stamp which must point forward. Trim the length rear legs as needed to put your "X" and mufflers 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 not 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 you headers or down pipes. Some header applications require custom collectors due to the header not ending square and parallel to the car. For proper x-pipe fit, your collectors must run parallel with your rocker panels.

3. Finish the system by making all your final adjustments to position the x-pipe. 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.