

XVX10/ XVX13/ XGX10/ XGX13

409 [Stainless Steel Universal X-CHANGE X-pipe Kits](#)
"S" at the end of the part number denotes 304 polished stainless steel.

XVX10: 2-1/2" Universal fit

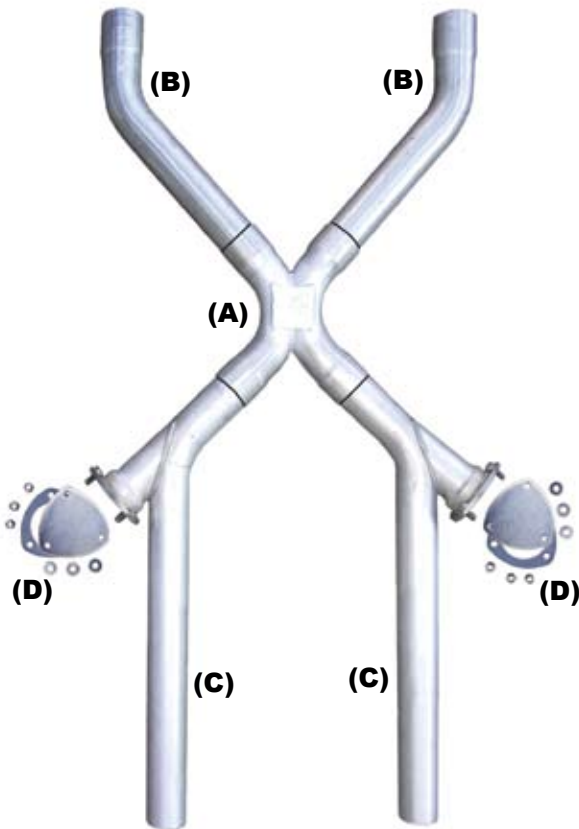
XVX13: 3" Universal fit

XGX10: 2-1/2" Tri-5 Chevy (wider front legs)

XGX13: 3" Tri-5 Chevy (wider front legs)



- (A) Center X
- (B) Front Legs
- (C) Rear Legs
- (D) Dump Plate Kit



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 after your collector reducers or down-pipes under the transmission cross-member.

2. 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. Additional tubing may be required to lengthen your collector reducers. 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 system fit, your collectors must run parallel with your rocker panels.

3. Finish the x-pipe installation by making all your final adjustments to position the legs. 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. Cap the open ports with the provided dump plate kit or optional Electrical cutouts, p/n HVE10, before you start the car!!!