



## STOP READ THIS WARNING!

Make sure you test fit these exhaust components BEFORE any cutting, welding or unnecessary bending is done. Once modified, the components of the system are NOT RETURNABLE.

If you are unsure of the proper installation procedures or fitment, please contact a qualified exhaust shop or call our tech lines toll free at 800-421-3890 or visit our installation gallery at: [www.pypesexhaust.com/install](http://www.pypesexhaust.com/install)

One of our experienced exhaust techs will be glad to assist you in any way. Thanks and enjoy you new...

Pypes Performance Exhaust!

SCROLL DOWN FOR INSTRUCTIONS



SCC61VS  
409 Stainless Steel  
2005-13 Corvette Violator Axle-Back



**Pypes Performance Exhaust**  
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Please be sure to confirm all the components in the kit were received in your shipment before beginning installation. If you find any component missing, please contact our office at 800-421-3890 or by viewing our installation gallery on our website [www.pypesexhaust.com](http://www.pypesexhaust.com)



### PLEASE TRY TO INSTALL OUR WAY FIRST

1. Once your Corvette is secured safely on a lift, begin your installation by removing the 4 bolts that hold the sway bar to the cradle and swing it out of the way. There is no need to disconnect the end-links to perform this operation.
2. Loosen the clamps just under the transmission that hold the H-pipe to the over-the-axle pipes. Unbolt the spring hangers located just in front of the clamps you just loosened.
3. With the H-pipe supported, removed the flange bolts located just behind the catalytic converters. Make sure to save the hardware and gaskets because they will be reused when installing the system.
4. Now you can remove the H-pipe by tilting down in the front and sliding it out of the factory over-the-axle pipes.
5. Next, remove the factory mufflers by dislodging the wire forms from the rubber hangers and guiding the muffler and over-the-axle assembly out from the rear. (on automatic cars it maybe necessary to remove the passenger side heat shield from the fuel tank. Do this by using a set of pliers and bending the tab down)
6. The last disassembly step is to remove the factory clamps attached to the H-pipe. Do this by grinding the tack weld that holds them in place. Be careful not to cut the pipe.
7. Begin the installation by installing two of the HVC21 clamps loosely on the inlet tubes of the muffler section so that the bolts face inward.
8. Next, slip the new over-the-axle pipe into the muffler section without tightening the clamps.
9. Carefully feed the muffler assembly from the back through the exhaust passage similar to the way you removed the stock mufflers. Secure the muffler section by placing the wire forms into the four rubber isolators at the rear bumper.
10. Now loosely install the factory H-pipe into the new over-the-axle pipes using the remaining HVC21 clamps . If you find that the H-pipe will not go into place you may need to do some trimming to the over-the-axle pipes.
11. Trim only at the junction where the over-the-axle pipes meet the muffler section. There is no need to remove the muffler section to perform this operation. Remove the over-the-axle tubes one at a time and trim.
12. If you removed the head shield now is the time to reinstall it. Reinstall the sway bar to its proper location.
13. Start the alignment process by reinstalling the spring hangers to the H-pipe. Now tighten the H-pipe flanges at the catalytic converters.
14. Next, align the over-the-axle pipes and tips by tightening the four HVC21 clamps as you go. Make sure you have adequate clearance around the transmission, rear bumper cover, wires, hoses or brake lines.
15. Start you Corvette and check for leaks once you are satisfied with the alignment and all fasteners are tight.

Tech Note: to tighten the clamps at the top of the over-the-axle pipes try using a long extension and access them through the round hole in the aluminum subframe. The use of air tools is recommended for tightening all clamps. Also, when tightening the HVC21/24/25/26 band clamps, make sure the I-block in the center of the clamp is against the head of the bolt. Failure to do so will cause the clamp not to tighten properly or the I-block to break.

**Now it's time to fire up that muscle car and enjoy you new Pypes Performance Exhaust.**