

SGG910E | SGG912E | SGG913E

1978-88 GM G-bodies

Stainless Steel Header/Crossmember-back System

SGG910E: 2.5" w/ x-pipe, side exit tailpipes *

SGG912E: 2.5" x/ x-pipe, SS style straight back tailpipes *

SGG913E: 3" w/ x-pipe, SS style straight back tailpipes *

*DOUBLE HUMP CROSSMEMBER REQUIRED



Pypes Performance Exhaust
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BILL OF MATERIALS

A	Manifold (optional)
B	Header (optional)
C	Downpipe (optional)
D	Collector Reducer (optional)
E	EPA Compliant Catalytic Converter
F	X-pipe Assembly
G	Catback Y-pipe
H	Mufflers
I	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. If you find a component missing or have questions about the installation please contact our technical department at tech@pypesexhaust.com or through our live chat room found on the home page of the Pypes website at www.pypesexhaust.com.

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. **Pypes EPA compliant catalytic converters are an integral part of the true dual X-pipe models. They are required for proper fitment and it is unlawful to remove your catalytic converters from this system.**
3. Now install your new components. Start from the back of the car and work 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 underbody 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 underbody of the car. In some applications, your factory hangers may be used.

4. Slide 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 or converter back Y-pipe.

X-pipe version: 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 headers or optional downpipes. 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. Now slide the catalytic converters into the front legs of the x-pipe. The last step will be to attach the headers (need optional collector reducers) or the downpipes to the converters. Trimming the downpipe or collector reducer length will be required. For proper system fit, your collectors must run parallel with your rocker panels. Some header configurations require custom collectors due to the header not ending square and parallel in the car.

Y-pipe version: The supplied y-pipe will get bolted to the factory cat and the clamp to the installed mufflers.

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. Stainless steel can be welded with your standard mig welder as long as you use stainless wire and change your gas mixture for stainless.

