SGN40
1962-67 Chevy II/ Nova
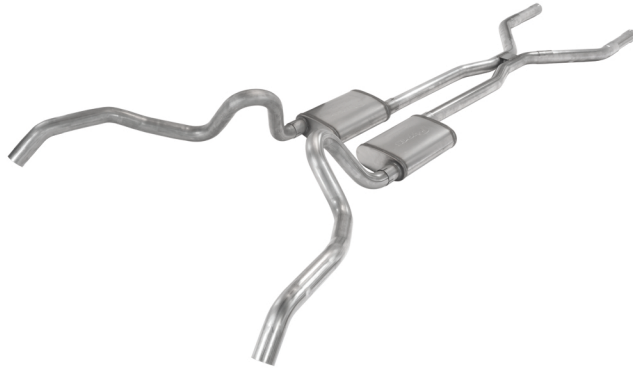**SGN40:** 2.5" w/H-pipe
Stainless Steel Header/Crossmember-back System

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 disassembly. 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.

BILL OF MATERIALS

A	Manifold
B	Header
C	Downpipes
D	Collector Reducer
E	Collector Extensions
F	H pipe Assembly
G	Muffler
H	Tailpipes

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. First, 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.
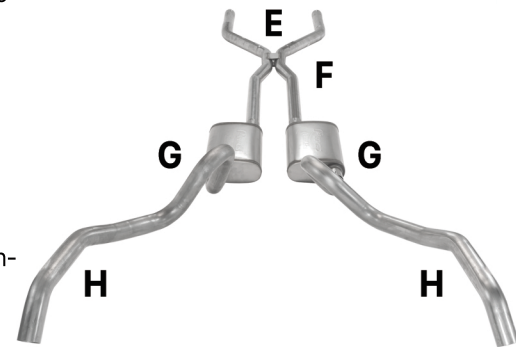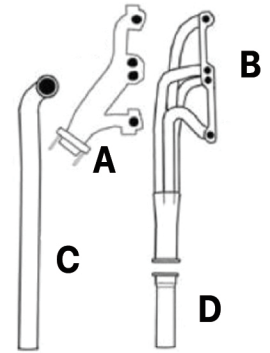
3. Now it's time to install your new components. Begin by test installing your new tailpipes. Since this system uses universal style hangers, you will need to find an appropiate location to mount them. The tail pipes hangers will mount to the outside of the frame rails just behind the rear tires. The muffler hangers will get mounted to the rear seat pans just in front of the rear. If you so choose, custom hangers may be fabricated, let your creativity shine. These tails are designed to exit in between the rear tires and the rear bumper. Optional polished tips will be required to allow the gasses to exit the body of the car.

4. Now, install the mufflers. 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, its time to install the h-pipe. This is where trimming of the tubing may be required for the optimum fit. Install the rear "H" member into the mufflers first. You are aiming to have the center "H" land approx 8-12 inches behind the tail shaft of your transmission and centered under the driveshaft. Also, the center plate on the "H" has an arrow stamp which must point forward. Trim the rear legs as needed to put your "H" in the proper location. Quick tip: If the rear suspension is unloaded, you can push the center "H" up until it just about touches the drive shaft as it will never hit once the suspension is loaded. Slide the front legs into the h-pipe. They should end somewhere close to the humps in your transmission crossmember. On some applications, the front "H" legs may not be centered in the humps but line up to your headers or downpipes. 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 "H" to mark your cut lines making sure to line them up with you headers or down pipes.

6. Connect the front legs of the h-pipe to the headers (collector reducers) utilizing the two 1ft collector extension pipes. Trimming the length will be required. Do not connect the h-pipe directly your headers. If downpipes (see downpipe instructions) are used, make sure the end close to the rear side of the transmission crossmember. If they are too long they must be trimmed. Some header applications require custom collectors due to the header not ending square and parallel to he car. For proper system fit, you collectors must run parallel with your rocker panels.

7. 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 stainless steel can be welded with your standard mig welder.

FIRE IT UP!