

## SCC10 / SCC12

409 Stainless Steel header/cross-member back exhaust system for 1968-80 C3 Corvettes

**SCC12: 1968-73 2-1/2" w/ x-pipe**

**SCC10: 1974-80 2-1/2" w/ x-pipe, w/ rear exit polished tips**

\*\*\*1980 with aftermarket headers only\*\*\*

Thanks again for purchasing your new 409 stainless steel Pypes Performance Exhaust cross-member back system. Please be sure to confirm all the components in the kit were received in your shipment before beginning installation. These kits will include (2) "S" x-pipe extensions (1) X-pipe kit, (2) mid-pipes (2) Mufflers, (2) polished tailpipes/tips (SCC10 only), (2) rear muffler hangers HVH20S, (2) HVH11S universal hangers, (2) TPHV6 block hangers (4) clamps, and (4) band clamps. The kit includes the muffler of your choice, if purchased: (S) Street Pro, (R) Race Pro, and (V) Violator. If you find any component missing, please contact our office at 800-421-3890 for replacement. Installation of this kit will require some simple hand tools; box wrenches, deep sockets w/ ratchet, extension, a saws-all and some penetrating lubricant. For a quicker and tighter installation, air tools are recommended. Fully welding the system is always recommended when possible. Technical assistance is available both online at [www.pypesexhaust.com](http://www.pypesexhaust.com) or 800-421-3890. Also, our online Installation Gallery is a great assistant during your installation, visit [www.pypesexhaust.com](http://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. 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 new hanger brackets for the rear. The existing transmission exhaust bracket must be utilized.

3. Now it's time to install your new components. Begin by installing your new one piece direct fit x-pipe through the holes in your transmission cross-member. The rear legs must sit level with the center section of the rear. These should not point towards the ground. The flared and slotted end should protrude through the front of the cross-member just enough to add clamps. Your vehicle was manufactured with a rear transmission mount exhaust hanger which must be utilized. Two u-clamps have been provided in the kit to secure the front of the x-pipe to the hanger. Also this will clamp the "s" pipes so just snug until final adjustments. You will need to support the rear section of the x-pipe while installing the rest of the components. The short "S" bends will slide into the front of the x-pipe, allowing for the attachment of headers or down-pipes. Some header applications require custom bent collectors due to the header not ending square and parallel to the car or do not line up with the s-pipes which were designed to clear both auto and manual transmissions. For proper system fit, your collectors must run parallel with your rocker panels.

4. Next, install the two mid-pipes. They are designed to run just under the leaf springs and curve towards the side of the car. Be sure to install a band clamp on to the expanded portion before installing the mid-pipes.

5. Now, install the rear hanger brackets. Mount the HVH20S to the rear of the muffler (between muffler & tip), and attach to the underside of the body. You might be able to find an existing hole. Next secure HVH11S to the front side of the muffler & use TPHV6 to hang the clamp to the body. Find a good spot on body or rear crossmember. This set up is adjustable to get the system aligned properly.

6. Next, slide the mufflers (The center is the outlet) onto the mid-pipes. Make sure to install the clamps before sliding onto the mid-pipes. Now, slide the downturn tailpipes/tip into the outlet of the mufflers. Using a u-clamp, hang the center outlet of the muffler and the tip. Snug the clamp.

7. Before tightening, make all the adjustment to the system for the proper fit. Begin tightening the clamps from front to back. (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, just treat the welds to prevent rusting.

8. If DCC10S down-pipes are used, slide them directly into the "s" pipes. Donut style gaskets are required at the manifold connection and available at your local auto parts store. The heat riser must be removed from the passenger side before installing the down-pipes. If a heat riser is still required on your application, the down-pipe must be shortened.

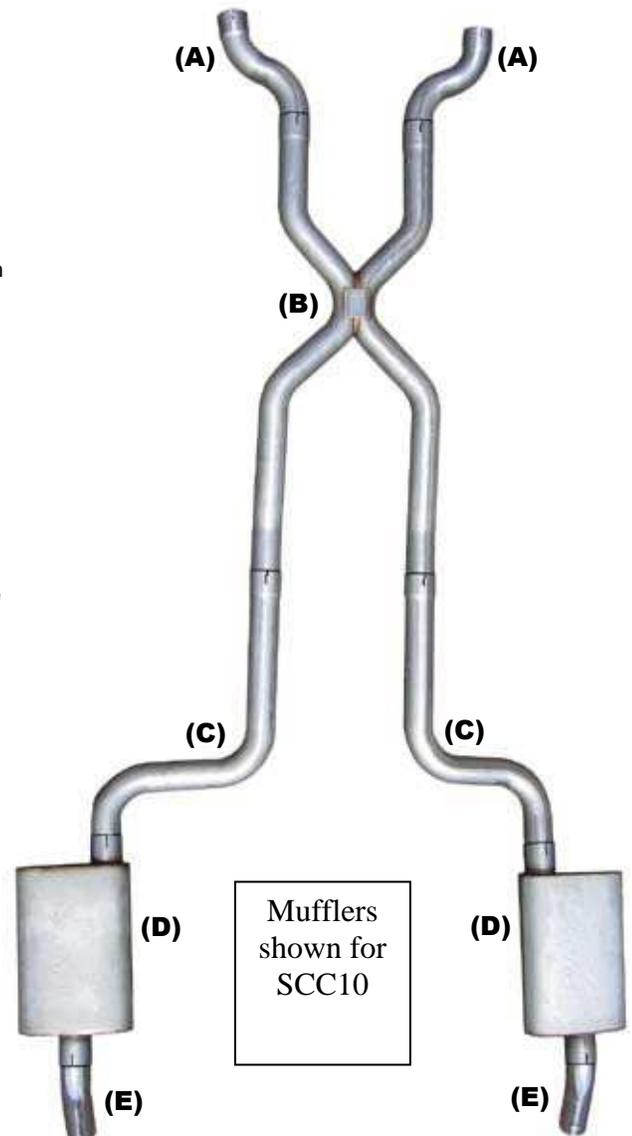
9. Some header applications require custom bent collectors due to the header not ending square and parallel to the car. For proper system fit, your collectors must point straight into the "S" bent x-pipe extensions.



**Pypes Performance Exhaust**  
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Note: When tightening the band clamps, make sure the I-block in the center of the clamp is against the head of the bolt. Failure to do so may result in the clamp not to tighten properly or the I-block to break.

- (A) 'S' X-pipe Extensions
- (B) X-pipe Assembly
- (C) Mid-pipes
- (D) Mufflers
- (E) Tips (SCC10 only)



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