

TECH  
EXHAUST  
UPGRADE

**PYPES**  
PERFORMANCE Edition



The 2005 Mustang changed the rules on muffler location. Join us for an exclusive look at how to get the exhaust gas ...

# OUT YOUR PYPES!

Story by **Don Roy** Photos Courtesy of the Manufacturer

**F**ace it. There are few decisions that a Mustang owner has to make that are more stressful than picking a performance exhaust system to install.

Why would otherwise sensible people throw out the perfectly good, factory-built, stainless steel exhaust system that is going to last at least 80,000 miles? The answer, at the first level, is easy: signature sound. But, there are many different signatures. For some, it is the deep, throaty muscle car sound from the past - when men were men and engines had carburetors. For others, it is simply a contest to outgun an F-18 at takeoff and set off every car alarm within a three block radius. And that's before you blip the throttle.

The number of online places where you can go to listen to sounds clips of different exhaust systems has grown over the past few years. And yet, even these may not be overly helpful once the different combinations of muffler brand, crossover pipe style and whether or not cats are used. Oh yeah, there's that other concern as well, you

know ... price. It's easy enough to drop a grand into an exhaust system, perhaps only to find that it's too raspy on WOT, or has a mind-numbing drone at 2000 rpm, or is loud enough to wake the dead ... in the next county. Of course, once you've found a sound you like, there are other issues like quality, exhaust tip design and ease of installation.

When the contemporary Mustang was released, the response of the exhaust aftermarket was to design and release so-called 'axle-back' systems. See, in designing the 2005 Mustang, Ford changed some things around under that Pony's hide. In 2004 and earlier Mustangs, the mufflers were located more-or-less amidships and the gas tank was tucked in behind the rear bumper. For 2005, the gas tank and mufflers swapped position, affording more protection for the go-juice reservoir. This placed the mufflers in a position that makes them visible from the rear of the car, in a fashion similar to some common, imported cars - definitely something that ruffled the feathers of many Mustang 'purists.'

Since then, it has been repeatedly shown that most axle-back exhaust systems are good for changing exhaust sound, but not for producing additional power the way older cat-back systems did. Many suppliers did respond by building alternate crossover pipes and cat-back tubing. Now, we're pleased to bring you the next step in the evolution of the S197's exhaust. Pypes Performance Exhaust let us in on their product development plans and one of the items we knew you'd want to see is their 2005-07 Mustang Mid-Muffler System.

This is just the setup if you want to get rid of that sedan-muffler look, lose 14 pounds in the process, free up a good amount of exhaust restriction and likely gain some significant output along the way. Join us as the techs at Pypes remove an earlier system from one of their show cars and install the new Mid-Muffler system. This is an easy job that you can probably do in an hour or less, given access to a hoist. **MM**

## INSTALLATION STEPS WHAT ALL PONIES WANT



01

1. This signature black convertible has served as a Pypes Performance ambassador since it was originally built for the 2005 SEMA Show in Las Vegas. Of course, the original Ford exhaust system is long gone, replaced by another Pypes system.



02

2. The existing Pypes 304 polished stainless Axle Back muffler hangers are loosened and removed by using a 13mm flat wrench on the front hangers. Unless you have an incredible tool set, there is no room for a socket wrench even with extensions.



03



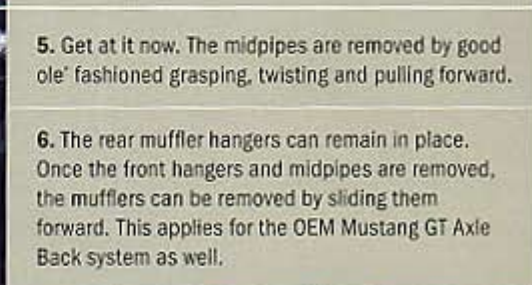
04

3. The band clamps are loosened just after the balance tube in the middle of the car with a 15mm socket. The original crossover tube was previously replaced with a Pypes street legal X-pipe.

4. The smaller rear mid-pipe band clamps at the junction where the mufflers meet the midpipes are also removed by using the 15mm socket.



05



06

5. Get at it now. The midpipes are removed by good ole' fashioned grasping, twisting and pulling forward.

6. The rear muffler hangers can remain in place. Once the front hangers and midpipes are removed, the mufflers can be removed by sliding them forward. This applies for the OEM Mustang GT Axle Back system as well.



**07.** The 15" mid-pipe extension pipes are installed by sliding them into the large OEM band clamps at the end of the balance tube. They are tightened using the 15mm socket.

**8.** Pypes M-80 mufflers slip fit over the 15" extension pipes. These mufflers are a 2.5" perforated design with a stainless wrap and a rock wool type sound deadener. They will also save you 14 pounds compared to the original Ford mufflers.



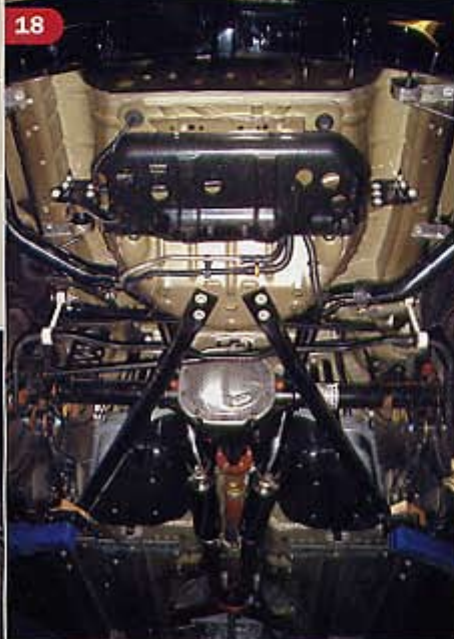
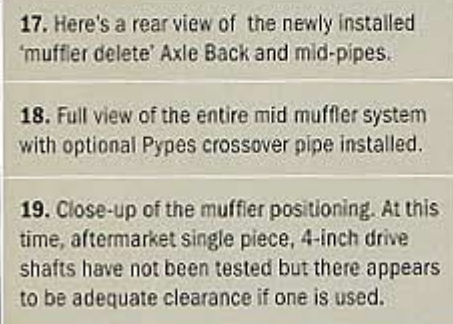
**11.** The midpipes can now be inserted into the mufflers and another Pypes supplied band clamp holds the mufflers to the midpipes. Final position of the mufflers will be set once the midpipes are connected to the 'muffler delete' axle back.

**12.** The Pypes installers mount the new 'muffler delete' axle back pipes. Notice that the front hanger should be hand installed on the wire hanger and then bolted into position.



**13.** The Axle Back pipes slide into the rear hangers first and then the front hangers are positioned and fully tightened.

**14.** The 4" stainless rolled edge tips can now be inserted over the back of the pipes.



**17.** Here's a rear view of the newly installed 'muffler delete' Axle Back and mid-pipes.

**18.** Full view of the entire mid muffler system with optional Pypes crossover pipe installed.

**19.** Close-up of the muffler positioning. At this time, aftermarket single piece, 4-inch drive shafts have not been tested but there appears to be adequate clearance if one is used.

# SOUND ADVICE FOR YOUR MUSTANG



2005-07  
Mid-muffler  
System  
Pictured

Most  
Applications  
Available in  
409 **Stainless**  
or **Polished**  
304 **Stainless**

Systems available for:  
1960-65 Galaxie  
1965-73 Mustangs,  
1966-71 Fairlanes  
& 1979-2007 Mustangs

INSTALLATION



9. Here they are semi-tightened with the supplied 1" band clamps and a 9/16" socket.

10. The new midpipes are negotiated over the axle.



15. The tips are secured with the provided band clamps. Note that the Pypes vehicle has a Razzi Body kit installed, but the installation process is the same for an OEM rear bumper installation.

16. Now, the 'muffler delete' Axleback and the midpipes can be tightened with a 9/16" socket. Excess tension, or "pull", on any of the exhaust hangers can lead to unpleasant noise transfer into the cabin.



20. Top down driving makes it all the easier to appreciate the new performance sounds from the new Pypes Performance mid-muffler exhaust system. This system is well designed and very reasonably priced. The initial version of the Mid-Muffler system will have 409 stainless pipes with polished 304 stainless steel mufflers. Also a pleasant surprise for this system is the company's suggested retail price of \$338.

#### SOURCE

Pypes Performance  
Exhaust

[www.pypesexhaust.com](http://www.pypesexhaust.com)

800-421-3890

**PYPES**  
PERFORMANCE EXHAUST

(800) 421-3890

Listen at:

[pypesexhaust.com/sounds](http://pypesexhaust.com/sounds)