

SME10/ SME13

Stainless steel header/cross-member back exhaust system for
1969-74 Mopar E-bodies

SME10: 2-1/2" w/ x-pipe

SME13: 3" x/ x-pipe (coming soon)



Pypes Performance Exhaust
2880 Bergey Road Unit O Hatfield, PA 19440
800-421-3890 (voice) 215-712-9968 (fax)
www.pypesexhaust.com

Thanks again for purchasing your new stainless steel Pypes Performance Exhaust header/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 (1) X-pipe kit, (2) Mufflers (if purchased), (2) tailpipes, (2) collector extensions, (2) muffler hangers, (2) tailpipe hangers, (8) clamps, and (1) bonus pack. If you purchased a kit including 409 stainless mufflers you will see the following notation after the system number: (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 or 800-421-3890. Also our online Installation Gallery is a great assistant during your installation, www.pypesexhaust.com/pictures.html.

- (A) Manifold (optional)
- (B) Header (optional)
- (C) Downpipe (optional)
- (D) Collector Reducer (optional)
- (E) Collector Extensions
- (F) X-pipe Assembly
- (G) Mufflers
- (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.

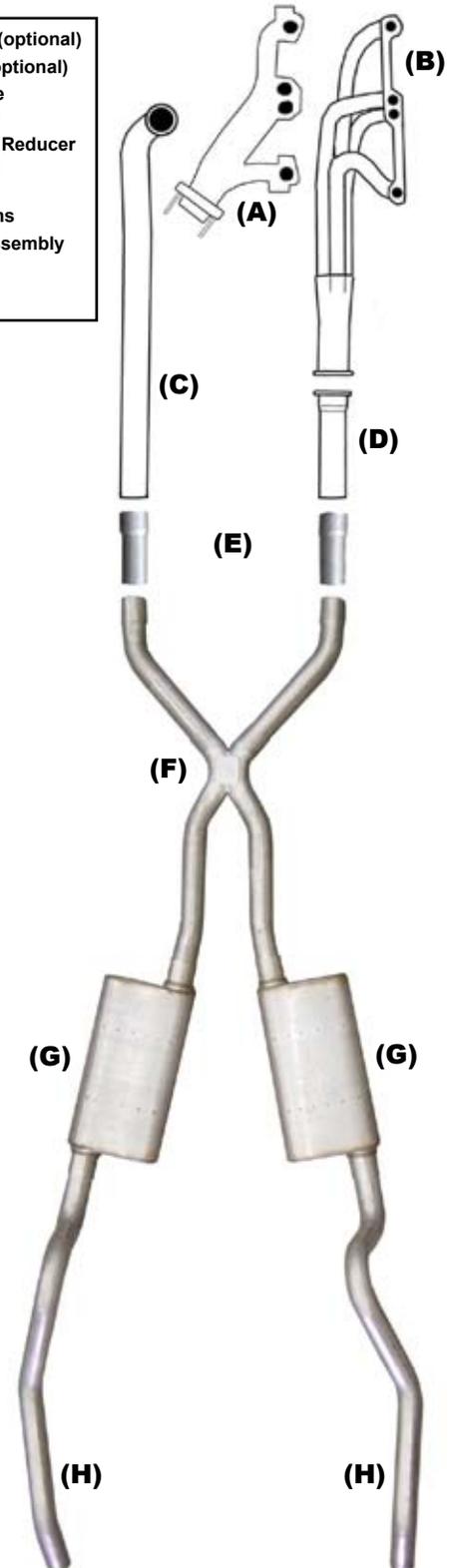
2. First, remove the existing exhaust system from the headers or the exhaust manifolds back. You can also remove any hanger mounted to the frame as your new kit includes new hangers.

3. Now it's time to install your new components. You will be starting from the back of the car and working your way forward. Begin by installing the new tailpipes. Temporarily hang the tails over the rear axle. These tailpipes are designed to mount in the factory rubber tail pipe hanger. If they are not present you can utilize the universal rubber strap style hangers provided. 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 under body 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. The muffler inlets should be angled in towards the driveshaft for connection to the rear legs of the x-pipe.

5. Next, install the x-pipe. This is where trimming of the front legs may be required for the optimum fit. Install the fixed rear legged "X" onto the mufflers first. Your center "X" should be positioned approx 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 down-pipes. Narrowing width will require trimming to leg as it slides into the center "X". 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. Finish the system by connecting the front legs of the x-pipe to the headers (collector reducers) utilizing the two 1ft connection pipes. Trimming the length may be required. If down pipes are used, make sure they end close to the rear side of the transmission cross member. If they are too long they must be trimmed. Some header applications require custom collectors due to the header not ending square and parallel in the car. For proper system fit, you collectors must run parallel with your rocker panels.

6. Finish the system by making all your final adjustments to position the x-pipe, mufflers and tailpipes. Now tighten all the clamps (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. Stainless steel can be welded with your standard mig welder, and is highly recommended when possible.



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