

SFM88MS SFM88MSB

SFM88MS/ SFM88MSB: 2018 Mustang GT Axle back



Pypes Performance Exhaust
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Thank you for purchasing your Pypes Performance Exhaust axle back system for your 2018 Mustang GT. 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 of your car. 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

1	TFM88 Tail-pipes
1	YFM87 Y-Pipes
4	EVT57/578 Tips
2	HVC21 Clamps
2	HVC24 Clamps



1. Begin by placing the vehicle on a lift or four jack stands at maximum height. This will aid in an easier installation.
2. This axle back system installation does not require removal of the factory exhaust.



Cut the factory system close to the bend that leads to the muffler. This will give you the maximum amount of material for adjustments.

3. Begin your installation by cutting your factory system and removing the mufflers. It is critical to cut the factory system as shown above. This will leave you with the maximum amount of material to make adjustments to the system.
4. Start the installation of your new Pypes system with the TFM88 tail pipes using the HVC21 band clamps, clamped to the factory system followed by the YFM87 pipes. Tighten just enough so you can align and mark your final tip locations in the valance.
5. Align the tips in the valance and begin tightening them along with the clamps. We found that marking the tips for depth and alignment first and then tightening them to the Y-pipes off the car is the easiest way and will give you the best results.
6. Once you are satisfied with the alignment, finish tightening all clamps. The use of hand tools are highly recommended for this step.
7. Now the clamps are tight, start up your Mustang and check for leaks.

Note: When tightening the HVC21/24/25/26 band clamps, make sure the I-block in the center of the clamp is against the head of the bolt. Failure to do so will cause the clamp not to tighten properly or the I-block to break.