



## STOP READ THIS WARNING!

Make sure you test fit these exhaust components BEFORE any cutting, welding or unnecessary bending is done. Once modified, the components of the system are NOT RETURNABLE.

If you are unsure of the proper installation procedures or fitment, please contact a qualified exhaust shop or call our tech lines toll free at 800-421-3890 or visit our installation gallery at: [www.pypesexhaust.com/install](http://www.pypesexhaust.com/install)

One of our experienced exhaust techs will be glad to assist you in any way. Thanks and enjoy you new...

Pypes Performance Exhaust!

SCROLL DOWN FOR INSTRUCTIONS



## SFM53/SFM56/SFM56B

409 Stainless Steel 2004 3.8L V6 Mustang Shorty Header-backs

SFM53: Catted X-Pipe & Cat-back w/turn down tips

SFM56: Catted X-Pipe & Cat-back w/3" Add-on tips

SFM56B: Catted X-Pipe & Cat-back w/3" Add-on black tips



**Pypes Performance Exhaust**

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Thanks again for purchasing your new 409 stainless steel Pypes Performance Exhaust Mustang header-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 (2) Street Pro Mufflers, (2) tailpipes (2) flow tubes, (2) flow tube flanges, (4) clamps, (1) bolt kit, 1 set of CATs and (1) hanger kit. SFM56 and 56B will also include (2) 3" tips and (2) tip hangers. If you find any component missing, please contact our office at 800-421-3890 for replacement. Installation of this kit will require some simple tools; jack stands, box wrenches, deep sockets w/ ratchet, extension, a saws-all or hack saw and some penetrating lubricant. For a quicker and tighter installation, air tools are recommended. Technical assistance is available both online at [www.pypesexhaust.com](http://www.pypesexhaust.com) or 800-421-3890.

1. Begin by removing the negative from the battery as you will be disconnecting electrical components. Place the vehicle on a lift or four jack stands at maximum height to aid in an easier installation. Note: Removal of the rear tires will allow the tailpipes to go over the rear axle much easier.
2. Unbolt the factory y-pipe and cat-back from the vehicle. Soaking your factory mounting points with penetrating oil, will allow for easier removal. If you still have a factory system on the car, you will need to cut the mufflers out of the system using a hack saw or a saws-all. Finish by removing the tailpipes from the rubber hangers. Remove all the factory hangers as the new kit is supplied with factory correct replacements. Pypes Performance Exhaust has supplied a new HFH30 hanger kit. The two hangers with diamond shaped rubbers get mounted in the factory locations near the rear axle. The two rectangular blocks get mounted under the rear bumper. The vehicle should have stamped holes to accept the supplied clip nuts and hardware. If your vehicle is not stamped with the correct holes, you will need to drill holes to mount the supplied hangers. Next, install the clamps on the expanded/slotted end of the cat. Make sure the O2 sensor plugs are tight on the cats. 04 GT owners can use the cats O2 sensors and plug the ones in the x-pipe. Finish the install by sliding the cats on to the down-pipe legs and the x-pipe into the back of the CATs. Snug the bolts but do not tighten. Note: 96-04 GT owners, make sure to install the metal gasket on the solid flange and the sleeve (99-04 GT) in the driver side leg. A small amount of RTV silicone will help hold the gasket in place. Note: V6 owners, make sure both legs closest to the manifold connection have the small sleeves installed.
3. Now it's time to install your new x-pipe. Begin by installing the passenger side of the x-pipe first supporting the rear portion. Now install the driver side short leg on the header and making the connection to the passenger side of the x-pipe with the supplied 3/8" bolt. Leave all the connection points snug. Do not tighten, as you will need to adjust the system later.
4. With the x-pipe in place, you can now start on the cat-back. Tailpipes first, sliding them over the rear axle, placing the wire forms through the new hanger you have installed. If you purchased a kit with 3" add-on tips, slide the tips on to the tails, then slide the additional hanger through the boss on the top of the tip. Make sure to leave the set screw and clamp bolt loose for adjustment. Now install the hangers into the rubber mounts. A small amount of liquid soap will allow the hanger to slide through easier.
5. Next install the mufflers on to tailpipes. Your new Street Pro Muffler is bi-directional. Again, a small amount of liquid soap in the muffler inlet and outlet will allow for easy rotation when adjusting for the best fit.
6. Next, install the flow tube flanges on to the flow tubes and slide them into the inlets of each muffler. The shorter flow tube belongs on the driver side of the vehicle. Once the flow tubes are in place, you can install the bolts to connect them to your new x-pipe. Snug the hardware just enough to allow rotation for adjustment. Now install the four clamps on the muffler necks, snug the nuts, but DON'T TIGHTEN. Once these clamps are tightened you will not be able to adjust any of the components. **Note:** Push upward on the "X" and hold in position as you perform step 7 for maximum ground clearance.
7. Last, make all your final adjustments for fit. Adjust all the x-pipes legs for correct fitment, tightening all connection points. Install you O2 sensors, some vehicles may require the wires to be lengthened or 24" extensions to be purchased at your local performance shop. Next, make sure the mufflers are flat and parallel to the ground. Rotate the flow tubes for the best fit. Also make sure the tailpipes are positioned in the correct location under the rear bumper. Tighten all the connecting points. Now it's time to fire up your Mustang. Remember to listen and check for exhaust leaks. Also, periodically check all connections points as they may come loose. **Note:** Black residue at any of the connections indicate an exhaust leak.

**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.

**Enjoy your new Pypes Performance Exhaust.**



**1986-93 LX**  
**1994-97 GT**

**1998-  
2004 GT**



**1994-  
2004 V6**

