

Ahh... Blow It Out Your Pypes

■ BY DAKOTA WENTZ

The way we see it, you have three basic options when it comes to exhaust. First, you can take a trip down to Pep Boys and buy a handful of those one-size-fits-all tubing; you know, the exhaust tubing with the crinkles like a bendy straw, and build a makeshift exhaust system. Second, you can take your ride to an exhaust shop and have them work one up for you. Lastly, if you're a Tri-Five owner, you can call up Pypes Performance Exhaust and have them send you a pre-fabbed kit that basically bolts itself on.

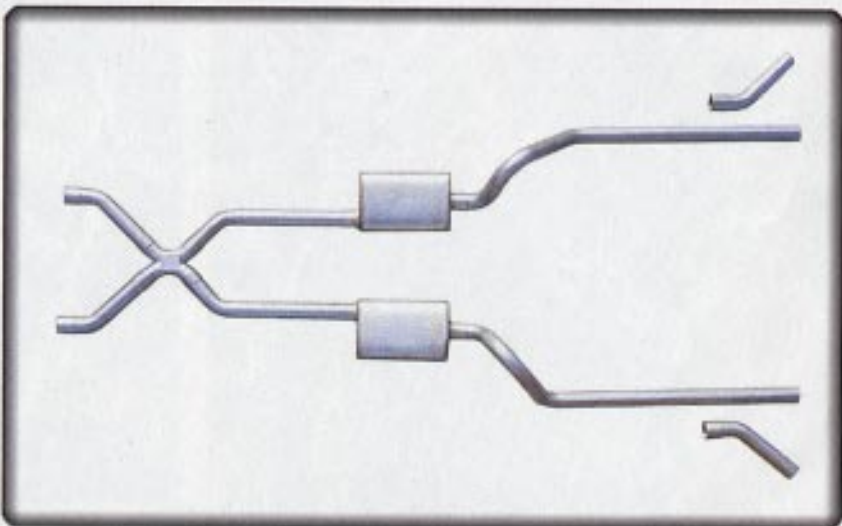
Pypes Performance Exhaust manufactures a complete bolt-on header-back exhaust system with an X-pipe that is ready to rock right out the box. The systems are designed to deliver performance, provide extra punch in the passing lane, and improve gas mileage. The system comes complete with an X-pipe, a pair of Pypes mufflers (Pypes Street Pros are standard), single-piece tailpipes, CAD-plated clamps and hangers, and all the necessary exhaust pipes. The exhaust pipes come slip-fit for easy installation, and are fabricated from a smooth, seam-coated, 16-gauge, mandrel-bent, aluminized steel pipe to ensure maximum exhaust gas flow. The aluminizing and seam-coating treatment of the pipes and mufflers enables corrosion resistance and extends the life of the system. The mufflers are precision-matched for the system to deliver the ultimate in sound and performance. The header-back systems are available in either 2.5- or 3-inch tubing, and optional tips, mufflers, and X-change crossovers are available. The system can be installed with basic handtools; however, some applications may require cutting.

For our donor '55, we ordered a Pypes 2.5-inch header-back system and took it down to The Muffler Man in Placentia, California. Our '55 wasn't exactly stock, so there were a few cuts to be made in order to work around the aftermarket drivetrain, suspension, and gas tank. However, Pypes supplied us with all the right pieces to get the job done, and if we didn't have all that excess under the '55, we're pretty sure it would have bolted right up, no joke. 🚗

With a Bolt-On Exhaust System



Because our '55 was sporting a few odds and ends, Lee over at The Muffler Man had to hack into a few of our Pypes to get the best fit possible.



Pulled from the car and fully assembled, the Pypes header-back system with X-pipe would look something like this. Not a bad lookin' piece, and it adds power—the best of both worlds.



Lee started the installation by checking to make sure the exhaust pipe running off the header would provide adequate ground clearance; sure enough it was right on the money.



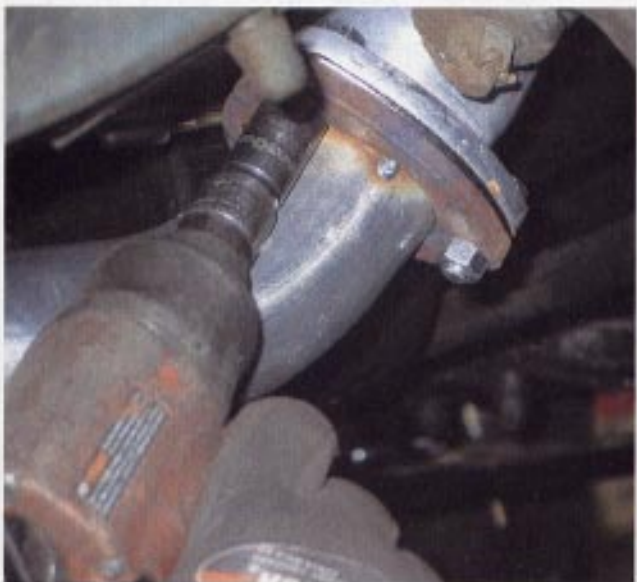
The Pypes system utilizes an X-pipe to ensure the most efficient exhaust flow possible. Before Lee began running the exhaust from the header back, he placed the X-pipe in the appropriate position. Because our '55 has an aftermarket Gear Vendors unit, it may not be in the same place you would install yours.



Pypes provides flanges with the kit. Lee welded up the flange to the exhaust pipe.



Using the supplied exhaust pipes, Lee filled in the gap between the X-pipe and the lead exhaust pipe coming off the headers. Pypes manufactures the pipes to be slip-fit, which really helps out when installing the pipes.



Once the flanges were welded to the 2.5-inch exhaust pipe, the Pypes gaskets were put into place and the exhaust pipe was bolted up.



With the front half of the exhaust all fitted, Lee opted to weld the pipes exhaust together instead of using the provided clamps, which could also be used. Here you can see that the Pypes system is a nice, tight, and clean-fitting system.



The Pypes kit comes standard with their Street Pro mufflers. The mufflers are a versatile street/strip muffler constructed from aluminized steel to resist corrosion. Lee placed the mufflers in the desired spot underneath the '55. He then mixed and matched various exhaust pipes together in order to get the proper fit.



Pypes offers an assortment tips.

Once the exhaust was run from the rear of the X-pipe to the mufflers, the mufflers were secured in place using the hanger provided.



Once the tips were installed, Lee finished off the system by mounting the tailpipes to mufflers and rear of the frame.



Pretty clean-lookin', huh? It sure beats fabbing your own exhaust from bendy-straw material.



One cool thing about the kit is that the tailpipes are single-piece tailpipes, meaning they bolt to the mufflers then go straight out the back. Could it get any easier?

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