

## 1955-57 SCR TURBO OR FLOWMASTER DUAL EXHAUST SYSTEM WITH X-PIPE



### Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

SCR is the finest manufacturer of both original and custom exhaust systems for 55-72 Chevys. Classic Chevy has offered performance turbo and Flowmaster systems from SCR for years now. These systems include a forward crossover pipe to equalize exhaust pulses and increase horsepower while producing a better sound. Taking performance exhaust one step further, our new SCR X-Pipe systems feature the latest design and technology. Borrowing from the C5 and C6 Corvette, these systems are completely bolt-in and require no welding and cutting like competitors' systems. All hardware and hangers are included so nothing else is needed to complete the installation in your home garage. The mufflers are relocated toward the rear of the car to reduce passenger compartment noise and heat. A unique transverse rear hanger attaches to the frame to provide the rear muffler hanger mounting point. These systems fit all cars except wagons, Nomads and convertibles.

### Tools Needed:

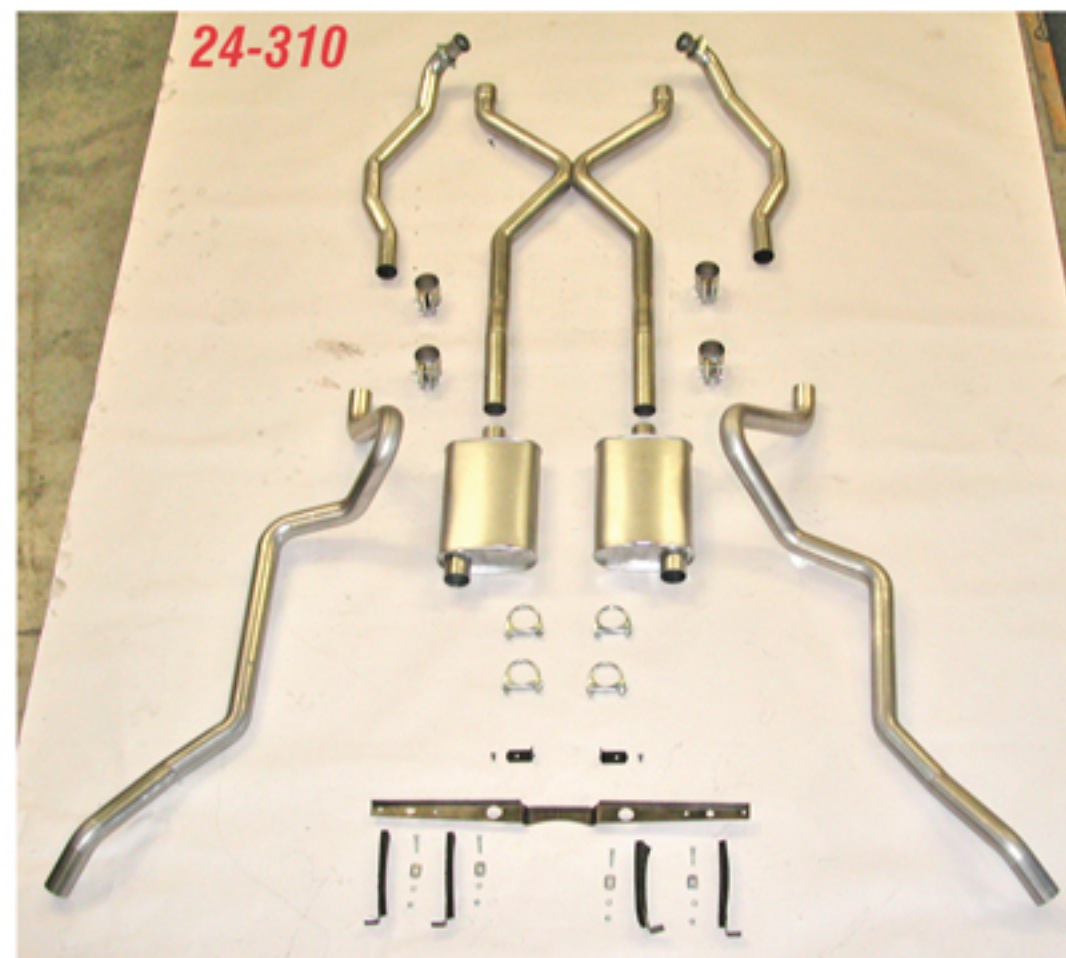
Floor Jack and Jack Stands  
1/2" Wrench  
9/16" Wrench  
3/8" Ratchet w/ 1/2" & 3/16" Sockets

### Time Frame:

3-Hours



**Photo #1:** The exhaust pipes are designed to work with or without the transmission frame horns and the X-pipes give plenty of room for automatic or manual transmissions and any type of rear transmission crossmember.



### Parts Needed:

#### 2-1/2" Systems For Use With 2-1/2" Rams Horn Manifolds

24-310 Aluminized With Turbo Mufflers

24-311 Aluminized With Flowmaster Mufflers

#### 2-1/2" Systems For Use With 2" Rams Horn Manifolds

24-312 Aluminized With Turbo Mufflers

24-313 Aluminized With Flowmaster Mufflers

#### 2-1/2" Systems For Use With Headers Small Block Or Big Block

24-314 Aluminized With Turbo Mufflers

24-315 Aluminized With Flowmaster Mufflers

(Systems are also available in stainless steel or for use with rear spring pocket kit or with '57-style corner exit tailpipes, specify when ordering.)

To order parts call 1-800-456-1957 or visit [ClassicChevy.com](http://ClassicChevy.com)

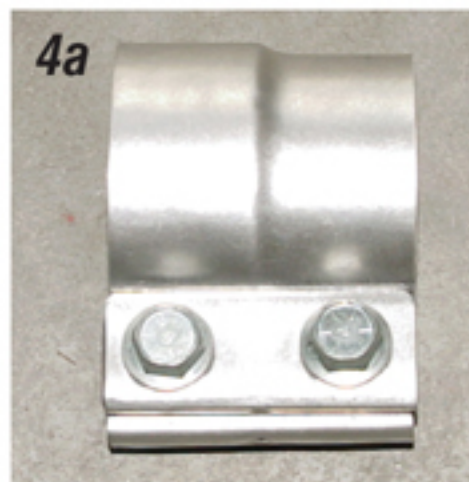


**Photo #2:** This system is made of 2-1/2" mandrel bent pipe and is available for use with 2" rams horn manifolds, 2-1/2" rams horn manifolds or headers.





**Photo #3a & 3b:** Install the left and right exhaust pipes leaving the studs at the manifold loose for now. Notice how they are tucked up close to the engine to give plenty of room for any type of steering linkage.



**Photo #4a & 4b:**

The X-system is held together with band clamps and not standard U-bolt type muffler clamps for a cleaner, leak-proof installation. The band clamps wrap entirely around the pipe and give a positive seal. The band has a large and small end. The smaller end will fit the exhaust pipe and the larger end will fit the X-pipe. Slide the band clamp onto the exhaust pipe with the smaller end facing forward toward the front of the car.



**Photo #5a & 5b:** Next install the X-pipe. One end of the X-pipe is larger than the other end. The large end fits onto the two exhaust pipes. Slip it into place and leave the band clamps loose at this time. Be sure the X-pipe is above the emergency brake cables.

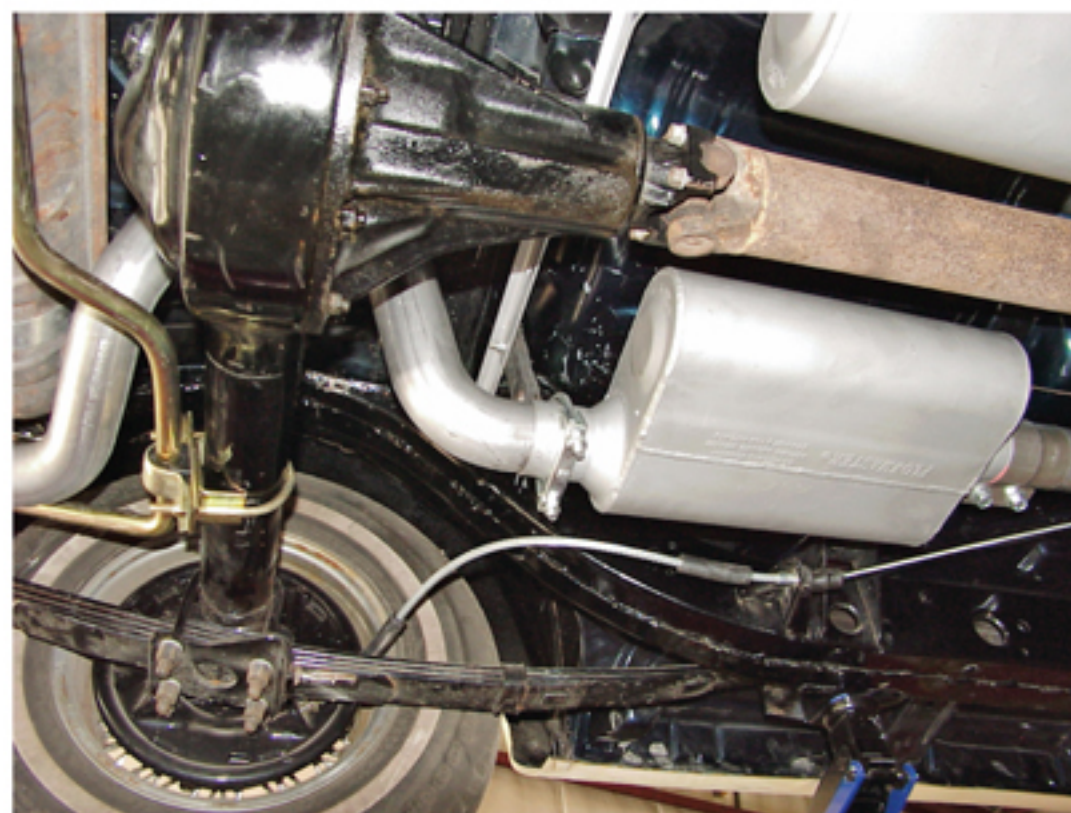


**Photo #6:** The mufflers mount to the rear of the X-pipe. The mufflers have a center inlet and an offset outlet. Install the mufflers and band clamps leaving the clamps loose.



**Photo #7a, 7b, 7c & 7d:**

The outlets of the mufflers are offset to the outside of the car. The special transverse rear muffler hanger bolts to the back side of the two body mount brackets just in front of the rear end. The two muffler hangers bolt to the transverse hanger and drop down to the outlet of the mufflers. The hangers are held to the mufflers with the muffler to tailpipe u-bolt clamps.



**Photo #8:** The inlet end of the tailpipes fits inside the outlets of the mufflers. To install the tailpipes, raise the car and place jack stands under the frame.

Lower the car onto the jack stands allowing the rear end to drop away from the body to give additional clearance to get the tailpipes up over the rear end housing.

**Photo #9:** On the passenger side of the frame on dual exhaust cars, there is a bracket for the rear brake hose bolted to the frame. This bracket must be removed. The original single exhaust system bracket that is welded to the frame must be used to retain the rear brake hose for the dual exhaust X-system.



**Photo #10a & 10b:** The rear tailpipe bracket bolts to the frame with a self-tapping 5/16" bolt just behind the spring shackle. The hangers are held to the tailpipes with standard U-bolt muffler clamps included in the kit.







**Photo #11a & 11b:** The large 2-1/2" tailpipes are routed so that they will work with the rear sway bar. Kits will be available for use with the rear spring pocket kit (spare tire well deletion required). The standard kit includes tailpipes that exit the rear center below the bumper. Kits with '57-style corner exit tailpipes are available if you specify.

**Photo #12:** With all the pipes and hangers installed, make final adjustments and tighten all the muffler clamps and band clamps after making sure the mufflers and tailpipes are level and well clear of the frame and underbody.



**Photo #13a & 13b:** With the new 2-1/2" exhaust system with X-pipe, your car will run better, sound better inside and out and will now have a super-custom, modern look underneath!  
Good Luck! ✓

