

SJJ27R / SJJ27S

2018 & UP Jeep Wrangler JL 3.6L 2DR & 4DR STUBBY HGC Stainless Steel Catback System

Thanks again for purchasing your new stainless steel Pypes Performance Exhaust. 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. 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.



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BILL OF MATERIALS

- 1 PVJ10 Turndown
- 1 MVR200S Muffler
- 1 MJJ23 Midpipe
- 2 HVC21 Clamp
- 1 HVC21U Clamp

1. After you have inventoried the parts begin by placing your Jeep on a lift or 4 jack stands so you can work safely under your vehicle.
2. Unbolt the factory muffler using the 15mm socket and remove the muffler from the vehicle. To aid in the removal presoak the bolt and nut as well as the rubber bushings.
3. Next using a 13mm socket loosen the ball socket clamp at the end of the factory down pipe and remove the factory mid-pipe. Save all the rubber hanger bushing they will be reused. (Removal of the skid plate is recommended for this step.)
4. Now it's time to start the installation. Begin by installing the supplied rubber insulator onto the factory hanger location (just in front of rear axle housing). Follow that up by installing DUJ10 Turndown and muffler using HVC21 clamps.
5. Next install the new MJJ23 mid-pipe using the HVC21U ball socket clamp. On 4 door models no modification is needed to the mid-pipe. For 2 door models you will need to cut the mid-pipe to length. Do this by seating the ball socket portion into the factory down pipe then hold it against the inlet of the muffler. Mark the mid-pipe allowing enough engagement into the muffler. A general rule is plus 1 3/4" from the end of the muffler inlet.
6. Now that you have the major components loosely installed align the system and tighten all clamps. Make sure the ball socket is seated and the U- clamp captures both parts equally. This is critical to creating a good seal. Air tools are highly recommended for this part.
7. Now start your vehicle and check for leaks. It's not uncommon to see condensation coming from the relief cuts in the pipe for the first few hundred miles. Double check all clamps and hardware for tightness after the first week of operation and adjust accordingly.

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 result in the clamp not tightening properly or the I-block to break.

ENJOY YOUR NEW PYPES PERFORMANCE EXHAUST!