

SJJ35R / SJJ37R

2018-19 Jeep Wrangler JL 4DR 2.0L 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.



SJJ37R

SJJ35R

BILL OF MATERIALS

- 1 TJJ35 or PVJ10 Tailpipe
- 1 MVR2030S Muffler
- 1 MJJ35 Midpipe
- 2 HVC24 Clamp
- 1 HVC24U Clamp
- 1 HVH60R Clamp
- 1 HVC21 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 of your new catback. Begin by installing the MJJ35 midpipe using the HVC24U ball socket clamp followed by the muffler using one of the HVC24 band clamps. *Note: the drain hole in the muffler faces front.*
- 5A. For SJJ35R, install the midpipe using the second HVC24 clamp and then the tailpipe using the remaining HVC21 clamp. Lube wire form hangers and install them in the factory rubber isolators.
- 5B. For SJJ37R (stubby kit) you will need to trim the MJJ35 midpipe. Begin by removing the factory rubber isolator in front of the rear differential and replace it with the one supplied in the kit. Next, install the PVJ10 turndown onto the MJJ35 midpipe's reduced end. Insert the assembly into the muffler and with the HVH60R hanger hanging straight, measure from the center of the hanger to the center of the wire form on the turndown. This amount plus 1/4" is the amount you will need to trim the MJJ35 midpipe where it slips into the muffler. **DO NOT TRIM THE REDUCED END.**
6. Now that you have the major components loosely installed align the system (the bends in the mid-pipe will run parallel to the ground) 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.

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MJJ35











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