

FLOWMASTER™

THE EXHAUST TECHNOLOGY COMPANY™

SPECIFICATIONS FOR RACE APPLICATIONS

Because of literally thousands of different high performance engine combinations, these recommendations are only to be used as a guideline for a general starting point. Fine tuning on an engine dyno will net optimum performance gains for placement of exhaust components.

If using standard racing collectors on the headers, run approximately 18" to 20" of tubing after the collector (use 8" to 10" of tubing if using Flowmaster Scavenger ® collectors) into the inlet of the mufflers, run at least 10" of tailpipe out the back of the mufflers for not only sound reduction but also a little extra power.

Through Flowmaster's testing, we have found in most cases, a crossover or "H" pipe will create gains in both torque and HP and also help take the edge off the sound. Use the same size tubing for the crossover as is used for the mufflers when possible, or as large as space will allow if you can't use the same size.

Placement of the crossover can be done with this old trick:

Using a "cheap" black lacquer based paint, spray the exhaust pipes behind the headers. Run the vehicle up in its torque band long enough to create "hot spots" then let the exhaust cool off and place "H" pipe where paint has burned off.

Note: Due to the efficiency of Flowmaster™ exhaust products, it is possible than an over-scavenging effect can occur on cam profiles with a tight lobe separation (106 or less) some of the typical signs of this will be glowing exhaust (unburnt fuel in the exhaust system) and/or loss of power. If this happens call the Flowmaster Tech Line, be sure to have all engine specs available to help assist the Tech in trouble-shooting the problem.

For more information please call the Flowmaster Race Tech Line at (707) 544-4761 inside California or (800) 544-4761 outside California or use our Fax # (707) 544-4784.