



RACE APPLICATION NOTES

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

If using standard racing collectors on the headers, we suggest that you 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, and 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 that an exhaust crossover such as an X-Pipe 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 tube as is used for the mufflers when possible or as large as the space available will allow if you can't use the same size tubing. Flowmaster offers both H-pipe and X-Pipe components to simplify the installation.

Proper placement of an H-Pipe crossover can be found 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. Position the H-pipe where paint has burned off.

Note: Due to the efficiency of Flowmaster exhaust products, it is possible than an overscavenging effect can occur with camshaft profiles using a tight lobe separation (106-degrees or less) some of the typical signs of this will be glowing exhaust (unburned 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 (866) 464-6553 or visit www.flowmastermufflers.com .

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