

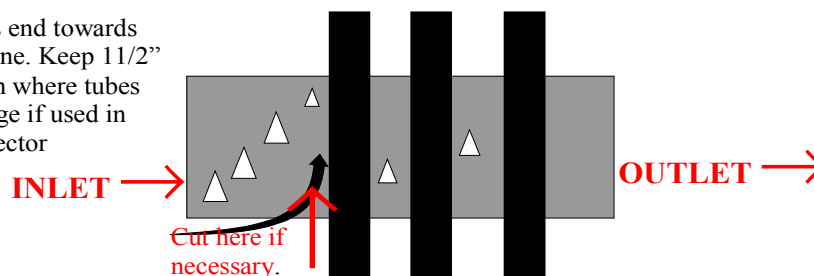
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Installation instructions for inserts

1. The insert should be installed so that the non-perforated end of the center tube is towards the exhaust. (this will be the short end)
2. The opening of the center tube should be at least 1½" from the point where all tubes merge when used in a collector. It is OK to cut the tube back to the first disk if necessary to achieve this spacing.
3. The insert must be secured in the tube. Either weld, bolt using a minimum of a ¼" long through bolt or pop rivet, using at least 3/16" stainless steel rivets. DO NOT use screws as they may vibrate loose.

This end towards engine. Keep 11/2" from where tubes merge if used in collector



#1: The insert as supplied does not have the plug or restrictor installed. To reduce overall sound volume (noise) these parts may be tack welded on. Place the restrictor (the plug with a hole predrilled) at the front of the pipe. The solid plug is supplied so that you may drill a smaller hole and create a custom restrictor, if desired. For the quietest application, the restrictor can be used on the inlet and the solid plug on the outlet. This allows you to customize the sound. For RACE applications do not run either the plug or restrictor. Stainless steel packing is available for quieter applications for street use. Call for details.

#2: The listed diameter of the insert is based on the outside diameter (OD) of the tube they are designed to fit in. Depending on the actual inside diameter (ID) of the tube, which varies based on gauge and manufacturer, the insert may be; a loose fit, a tight fit or will be a little large. If the insert will not fit in the tube it will be necessary to either grind/machine a few thousandths off the ring diameters or have the tubing slightly flared/enlarged until the insert fits.

#3: On cars equipped with catalytic converters DO NOT install inserts ahead of the converter. Always install the inserts after the catalytic converter.

#4: In some instances it may be necessary to lean out the engine. This primarily applies to racing applications. Generally 1 to 2 jet sizes smaller work well with normally aspirated engines running on gas or alcohol.

#5: On street applications always install the insert in the pipe BEFORE the pipe goes over the axle. DO NOT install in the tail pipe. The reason is that the inserts are less effective at reducing overall sound the further back they are installed. If you are using the insert in conjunction with an existing muffler, installation in the tail pipe will be fine.

#6 The black paint on the inserts is for corrosion protection during storage only. The paint may flake off during installation and will burn off during use. IT IS NOT A PERMANENT COATING.

IMPORTANT NOTE: If the insert is not secured into the collector properly, damage or injury could result if the insert were to be "blown" out of the collector or the end of the tube or pipe.

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