

## THE PREVENTIVE MAINTENANCE SERIES

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### Dual Exhaust

Due to the restrictive nature of OEM Corvair exhaust manifolds, installing dual exhausts does not usually provide a significant improvement other than adding a nice sound (headers of course are the exception). However, in one case I found a noticeable increase in performance with a reasonable sound level at highway speeds. This article addresses adding dual exhausts to a Lakewood wagon with a 140 engine. Installing this system will work with any car, early, late, or station wagon; there is a lot of adjustment available.

The existing exhaust system on my 140 project consisted of the standard crossover into a single early style muffler with a 1 1/2" outlet. The dual exhaust system that I installed included using two Clark's 140 U-pipes and packing, two Raptor "turbo" mufflers with 2" inlets and outlets, two heavy duty ROL hangers, and clamps; all available from O'Reilly Automotive. You can use any of several exhaust tip extensions that please you. The 2" inlet pipe has to be sleeved to fit the 1 7/8" U-pipe so I used a sleeve that was a stock item. You will have to weld it once the final fit is made to avoid movement and a possible leak since it is difficult to clamp three pipes adequately.

Total cost of the dual exhaust system for all components was \$171.00 including shipping on the U-pipes and tax. For comparison, the cost for the single crossover, packing, clamps, original style muffler and shipping was \$195.00 from Clark's.

#### Additional suggestions:

No matter what vehicle you install these on, you will want to install the parts with clamps only until the entire system is at the height and angle that the tips suit you. Then spot weld the inlet adapter, remove each side and weld the muffler inlet to U-pipe solid before a final installation. Be patient when doing the aligning and you can obtain a good fit with near perfect alignment of the tips.

You will need to pick a place to install the hanger and that most likely will necessitate drilling a hole in the shrouding. Your exhaust hanger **must** be attached to the engine, not the body. After bending the hangers as necessary, I also welded a nut to the hangers at the top for ease of installation and removal (see picture).

I also fabricated a left side heat shield from stock sheet metal available at hardware stores. Bending and drilling was all that was required.

Parts for this project include U-pipes & packing from Clark's for whichever engine you have, four 2" clamps and two of each of the following from O'Reilly's:

Raptor turbo muffler: 50050

Adapters: ROL 548527

Hangers: ROL 518001

The system actually has a very nice sound at idle and under acceleration, with a surprisingly quiet sound at highway speed. In this specific application, there was a noticeable increase in performance between the stock system and the dual exhaust.

I installed this same system on a late model car but could not detect any increase in performance. It does make a nice sound that will take you back to the '60's!

The pictures are of a Lakewood wagon, there is more room for adjustment on a late model car.



