

MANIFLOW EXHAUST SYSTEMS



C-ARA334

2" bore twin box exhaust system. Rear side exit in the standard position. If the 1.75" bore of the RC-40 isn't enough and you want to make it better, and louder, this 2" Manifold system is for you. Very high quality, with skid plate on the bottom of the mufflers and gusseted pipes. Requires use of large bore LCB or 3-1 header. Recommended for 1380s or screaming 1275s.

C-ARA333

2" bore single box exhaust system, rear side exit exhaust system.

C-ARA335

2" bore twin box system. Center exit This Manifold exhaust system has the qualities you want: warm mellow sound, great looking center exit, bolts directly to the large bore LCB or 3-1 header.

C-ARA332

1.75" bore twin box, center exit exhaust system. Fits directly to Manifold standard bore LCB.

C-ARA336

1.75" bore twin box, rear side exit exhaust system.

C-ARA339

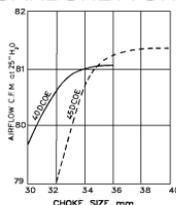
1-3/4" twin box system for Van, Pick-Up, Wagon

C-ARA336

1.75" win-box exhaust system "cat back" system for catalyst equipped cars. Side exit.

WEBER CARBURETTORS

One of the common problems with the side draft carburetors are involved is the choice of carb size in the first place and size in the second. The trick with carb sizing and choke selection is basically one of choosing a size which provides the engine with the airflow it needs without going over the top. Although carb selection should really be done only after you know the flow characteristics of your cylinder head, we can provide the following guidelines: If the choke size required for your engine is less than 35mm you should be using a 40DCOE, for all choke sizes of 36mm or larger a 45DCOE should be used. NOTE: a 40DCOE with 32mm chokes will flow more air than a 45DCOE with the same chokes! A 948cc with modified cylinder head, semi-race camshaft and LCB exhaust typically uses a choke size of 33mm, a 1098cc with the same set-up uses 34mm chokes and even a stock 1275cc still only needs a 35mm choke: all of these engines should use a 40DCOE. A full race/street 1098cc can use between a 32 & 36mm choke. A highly modified street/race 1275cc could use as much as a 38mm choke.



40DCOE

Side draft Weber Carb only

45DCOE

Side draft Weber Carb only

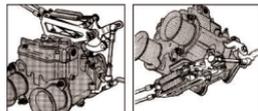


P5-001

40DCOE side draft Weber carb kit with manifold, carb, air filter & linkage.

P5-002

45DCOE side draft Weber carb kit with manifold, carb, air filter & linkage.



PM3714

Top mounting, dual spring, dual cable, cam action throttle linkage kit.

PM3715

Bottom mounting, dual spring, dual cable, cam action throttle linkage kit.

92.3246-05

Tune-up Kit for 45 DCOE Weber Carb.

92.0015-05

Tune-up Kit for DCOE Weber Carb.

The DGV Carb is a two barrel progressive linkage downdraft carb that is perfect for any street application. The progressive linkage assures both performance and economy. A big improvement over any stock carb and it is available with either a manual or electric choke.

P4-004

32/36 DGV carb with 32mm choke on primary and 36mm on secondary. Complete kit includes manifold, carb, linkage and air filter.

72303

Basic part number for chokes in 40 DCOE carb, sizes from 26mm to 36mm

72110

Basic part number for chokes in 45 DCOE carb, sizes from 30mm to 40mm