The material used on these systems is 1-3/4" O.D. x .035 wall 321 stainless steel tubing. 2 models are available; one for Lycoming engines up to 180 H.P. and the other for the Lycoming IO-360 (200 H.P. engine). Bending is performed using an inside mandrel which the tube is drawn over during bending to maintain the inside diameter. Flanges are made from 1/4" stainless steel. This heavy material greatly reduces warping & cracking. Tail pipes are attached to the header with a slip joint. Simply slide the tail pipes onto the header, position the end of the pipe as desired in the bottom opening, and attach with the stainless steel retaining clamp. One heat muff has been provided on the front cross-tube. This muff is intended for carburetor heat. If an injection system is being used, this muff can be used for cabin heat. An optional cabin heat muff can be ordered when carburetor heat requires the use of the standard heat muff. All hardware is provided to install the system. Stainless Steel nuts, bolts, washers, blow-proof gaskets, 2 stainless clamps for attaching tail pipes to the firewall or engine mount. U-type clamp attaches the cable housing securely in place. RV-6/RV-6A Crossover Exhaust Sys. (To 180 H.P.)

P/N 08-05790 ....... $1,042.00
Optional Cabin Heat Muff ......................... P/N 08-00679 ........ $156.75

*Will not work with front mounted injectors

Piper PA-11 Style Exhaust Stack with Starter (Left). Experimental Use Only. Longer down pipes to clear starter, Left Hand. Can be used on Piper J-3, but some modifications of cowling may be necessary.

Starter Left.................. P/N 05-12465........... $253.95
Starter Right.............. P/N 05-12466........... $253.95

SNOWLINE RV-6 & RV-6A CROSSOVER EXHAUST SYSTEM

The material used on these systems is 1-3/4" O.D. x .035 wall 321 stainless steel tubing. 2 models are available; one for Lycoming engines up to 180 H.P. and the other for the Lycoming IO-360 (200 H.P. engine). Bending is performed using an inside mandrel which the tube is drawn over during bending to maintain the inside diameter. Flanges are made from 1/4" stainless steel. This heavy material greatly reduces warping & cracking. Tail pipes are attached to the header with a slip joint. Simply slide the tail pipes onto the header, position the end of the pipe as desired in the bottom opening, and attach with the stainless steel retaining clamp. One heat muff has been provided on the front cross-tube. This muff is intended for carburetor heat. If an injection system is being used, this muff can be used for cabin heat. An optional cabin heat muff can be ordered when carburetor heat requires the use of the standard heat muff. All hardware is provided to install the system. Stainless Steel nuts, bolts, washers, blow-proof gaskets, 2 stainless clamps for attaching tail pipes to the firewall or engine mount. U-type clamp attaches the cable housing securely in place.

RV-6/RV-6A Crossover Exhaust Sys. (To 180 H.P.)

P/N 08-05790........... $1,042.00
Optional Cabin Heat Muff......................... P/N 08-00679........... $156.75

*Will not work with front mounted injectors

The RV-6/RV-6A exhaust systems are recommended for these aircraft only. For other experimentals, the RV-4 system may fit better under cowls as it is built tighter to the engine.