

DOUBLE JOINTED EXHAUST PIPE

General

This exhaust pipe has been supplied in lieu of the previously used stainless steel flex tubes, some of which were subject to premature failure due to metal fatigue. The new exhaust pipe uses two ball-and-socket joints in addition to the slip-joint (at the entrance to the muffler) used previously, to allow translational, rotational and angular movement.

Installation

The ball-joints have been designed to permit a total angular displacement of up to 35 degrees. However, for optimum performance, the muffler should be located so that the exhaust pipe is as straight as possible (when viewed from above as well as from the side). When installing the muffler, follow the instructions provided in your Assembly Manual, but check that the exhaust pipe is straight before drilling the mounting holes. If necessary, the muffler mounting feet may be trimmed to provide a better fit. Please note also that it is essential that the slip-joint at the entrance to the muffler is allowed to move freely. File or sand the exhaust pipe slightly if necessary to permit a sliding fit. When retrofitting the new exhaust pipe it may be necessary to reposition the muffler to obtain a proper fit.

When first installed, the balljoints may tend to leak slightly due to minor surface imperfections on the dogbone or on the bells. However, after a few hours running, the joints should seat themselves and seal satisfactorily. If your aircraft is to be stored for a prolonged period, the balljoints should be greased to prevent rusting.

