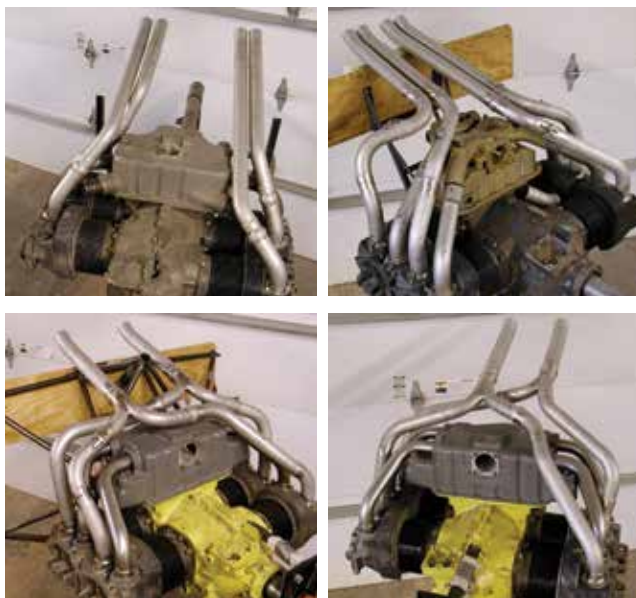


EXHAUST SYSTEMS

VETTERMAN RV EXHAUST SYSTEM



Vetterman Exhaust has been manufacturing exhaust systems for the Van's Aircraft RV series since 1990. Exhaust systems for all RV models & Van's approved engine models are available. All systems are manufactured from MIL Spec 321 stainless steel, which is mandrel bent, trimmed to length and tack welded on a Lycoming engine. This method assures the best fit possible. All systems incorporate ample slip & ball joints which greatly reduces breaking potential. All systems include blow proof gaskets, stainless exhaust nuts & washers for installation. Also include tail pipe mounting kits or pipe support brackets. Some systems also include a cabin heat muff.

Aircraft	Description	Part Number	Price
RV-3	O-320 Conical Mount 4 Pipe Systems	08-00583	---
RV-3	O-320 Dynofocal Mount 4 Pipe Systems	08-00584	---
RV-3	O-360 Dynofocal Mount 4 Pipe Systems	08-00585	---
RV-4	O-320 Conical Mount 4 Pipe Systems	08-00586	---
RV-4	O-320 Dynofocal Mount 4 Pipe Systems	08-00587	---
RV-4	O-360 Dynofocal Mount 4 Pipe Systems	08-00588	---
7-7A,8-8A, (O-360/320)	*Includes tail pipe mounting kit	08-00591	---
RV-6,7,8,9A (O-320-H2AD)	*Includes tail pipe mounting kit	08-00592	---
RV 7-7A (IO- 360 AIA 200)	*Includes tail pipe mounting kit	08-00593	---
RV8 (IO-360)	*Includes tail pipe mounting kit	08-00594	---
RV 8A (IO-360)	*Includes tail pipe mounting kit	08-00595	---

NOTE: EACH OF THESE SYSTEMS WILL NOT INTERCHANGE BETWEEN AIRCRAFT AND ENGINE MODELS. THESE SYSTEMS ARE DESIGNED AND INTENDED FOR USE ON RV AIRCRAFT ONLY. PRICES DO NOT INCLUDE SHIPPING CHARGES.

PA-11 STYLE EXHAUST STACKS



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 ---
Starter RightP/N 05-12466 ---

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 System (To 180 H.P.)
P/N 08-05790 ---
Optional Cabin Heat Muff.....P/N 08-00679 ---

***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.