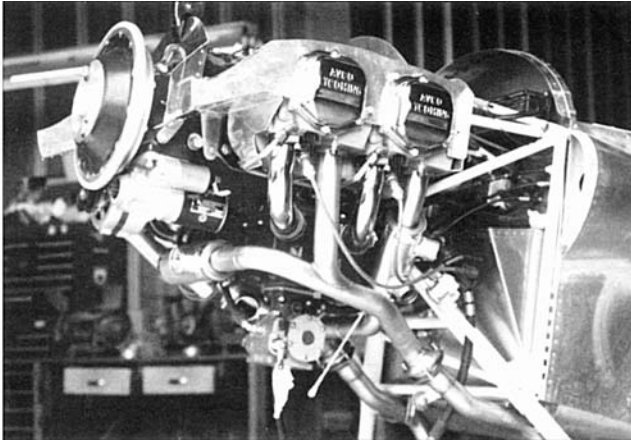


# EXHAUST SYSTEMS

## SNOWLINE RV-4 CROSSOVER EXHAUST SYSTEM

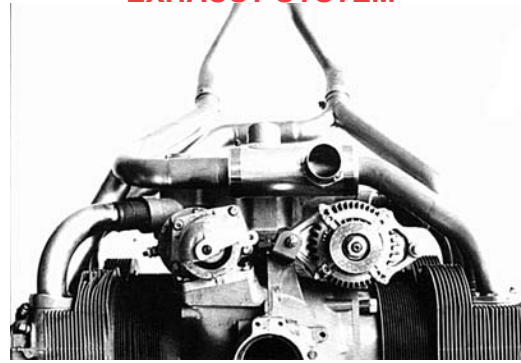


The material used on this System is 1-3/4" O.D. x .035 wall 321 stainless steel. This system is designed for use with Lycoming engines up to 180 H.P. Bending is performed using an inside mandrel which the tube is drawn over during bending to maintain the inside diameter. Flanges are made from 1/4" Stainless Steel. This heavy material greatly reduces warping and cracking. Tail pipes are fitted with a stainless steel spring-type swivel ball joint. This flexible joint not only allows for easy alignment of the tail pipes through the opening in the bottom cowling; but most important, this joint allows the engine and tail pipes to move independently, and greatly reduces the chance of cracking. 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 exhaust gaskets, two stainless clamps for attaching tail pipes to the firewall or engine mount. Building brackets and positioning mixture and throttle cables is always a hassle. A bracket which simply bolts to the engine case and positions the cables in front of the mixture and throttle arms for easy attachment is available as an option. A U-type clamp attaches cable housing securely in place

RV-4 Crossover Exhaust System P/N 08-05785 .....

**NOTE: THIS SYSTEM WILL NOT FIT LYCOMING, O-320-H2AD OR H3AD ENGINES**

## 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. Building brackets and positioning mixture and throttle cables is always a hassle. A bracket which simply bolts to the engine case and positions the cables in front of the mixture & throttle arms for easy attachment is available as an option. 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.....
  - RV-6/RV-6A Crossover Exhaust Sys.\* (To 200 H.P.)  
P/N 08-05795.....
  - Optioanal 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.**

## REAL PREMIUM SILICONE VALVE COVER GASKETS

REAL are twice as thick as typical gaskets and have been hot oil and dry heat tested at 300°F. Only REAL gaskets seal uneven surfaces, eliminate corrosion, and reduce maintenance costs. They may be reused, are installed dry, and maintain screw torque. Indefinite shelf life. Highly recommended by Rutan Aircraft Factory.



Part No.	Application	Price Ea.	Part No.	Applicaion	Price Ea.	Part No.	Application	Price Ea.
RG-75906	0-235; 0-290; O,IO,LIO-320; O-340;O-360-A,B,C,D; IO-360-B; HO-360-A,B;HIO-360-B; VO,IVO-360;O-540-A,B,E,F,G; IO-540-C,D,J,N,R.		RG-71450	IO-540-B,E,M; TIO-540-A; IGO, IGSO-540-B.		RG-534857	O-470;IO,TSIO-470;IO,TSIO-520	
			RG-530162	A-65; C-75, 85, 90, 145, 175; O-200; O-300.		RG-632310	IO, TIO, TSIO-360.	
RG-67193	IO-360-A,C,D; AIO-360-A,B; HO-360-A,C,D; TIO-360-A; LIO-360-C1E6;VO,GO-435; GO-480; IO,VO,TVIO-540; IO-720; TVO-435;		RG-532451	E-185; E-225; IO-346; O-470-A,E,J; IO-470-J,K		RG-632459	GTSIO-520; TSIO-520-BE.	
						RG-17727	4A-235, 6A-335, 6A4-150, 6A4-165, 6A4-200, 6A5-335, 6A5-350.	