

BOLT-ON PERFORMANCE FOR DELOREANS

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Photos by Kjell Myhre

The DeLorean muffler should be a little louder, less "tinny," more durable and a lot less restrictive. Perhaps it would have been so had the muffler not been designed by Tenneco-Walker, the nation's largest manufacturer of passenger car mufflers.

Both the performance industry and sophisticated European sports cars use free-flow designs with larger outlets and fewer internal baffles to promote a more free-revving motor, more horsepower and torque.

After a year of persistent appeal to numerous manufacturers of stainless steel mufflers, one company was persuaded to make free-flow DeLorean mufflers in limited quantities for a moderate price.

They cut apart a stock muffler for measurements and jig-making and sent us photos of the insides. You can get an idea of how your muffler was built from the location of the welds and the pattern of the corrosion. It is very restrictive internally with small diameter, perforated pipes, baffling chambers and glass packing.

These new stainless mufflers are "Totally Tuned" for power and sound level. They are made entirely of rust-proof T-304 stainless steel and feature distinctive, large 2.25" exhaust tips.

A stainless exhaust system is an investment in excellence. It enhances overall performance and fuel economy, liberates a

powerful engine sound, eliminates corrosion and costly replacement, and adds value to your DeLorean.

The muffler was designed by Borla, and is worth a claimed **15% gain in horsepower!**

Installation is easy using the directions in the DeLorean Shop Manual. The photos show an installation procedure in action. The stock muffler hangers are used and it bolts directly to the catalytic converter. A new "U" bolt may be needed if yours is corroded. Loosening the upper hanger under the alternator is tough. Sometimes the rubber grommets in the hangers freeze up. If so, they can't be removed without tearing and they will need to be replaced. Expanding the catalyst outlet pipe to make it "round" may be required, so we recommend installation by a skilled "DeLorean Doctor." For installation, refer to the DeLorean Shop Manual, "**Fuel, Emission and Exhaust System / D:10:01.**"

REMOVING & REFITTING EXHAUST MUFFLER

Removing

Note: Alternator must be loosened and pivoted to gain access to bracket bolts.

1. Release two bolts securing LH support bracket to engine.
2. Withdraw rubber mounting off muffler

pin, and remove bracket.

3. Remove two nuts and bolts securing rubber mounting to RH muffler support bracket.

4. Remove three bolts securing RH muffler support bracket to engine.

5. Withdraw rubber mounting off muffler pin, and remove bracket.

6. Slide muffler pipe off catalyst pipe and remove muffler.

7. Remove bolts securing top muffler mounting bracket to engine.

8. Withdraw rubber mounting off mounting pin, and remove bracket.

9. Raise rear of car and release four nuts and bolts securing heatshield to muffler brackets and remove shield.

10. Loosen off catalyst/muffler joint U-clamp.

NOTE: Before removing the two lower muffler mountings, provide alternative support for the muffler to avoid injury from sudden release and excessive strain on the pipe joint.

REFITTING

Reverse the removal procedure using exhaust sealant paste on the pipe joint. Tightening mounting brackets in their optimum position before tightening this clamp will distort the pipes and make removal very difficult.

