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EXHAUST SYSTEMS

MILD STEEL EXHAUST SYSTEMS

STANDARD SYSTEMS

Revington TR can still supply all standard TR2-8 exhaust systems in mild steel, although we are rarely asked for mild steel these days, most customers preferring stainless steel. Should you prefer mild steel, please use original part numbers, available on our website.

Fitting kits are listed in the stainless steel section.

MODIFIED SYSTEMS

RTR2013 TR3-4A Manifold based on old SAH pattern 2 piece, 2 into one, then two exit pipes.

STAINLESS STEEL EXHAUST SYSTEMS

Revington TR offers a complete range of stainless steel exhaust systems for TR2-8, which are also available as individual pipes and boxes. Please enquire for details. This is in addition to our complete range of standard mild steel systems.

RTR2013SS Stainless steel Version of RTR2013. (Above)
RTR2066 TR2-4A extractor manifold. 4 into 1 Mandrel bent with primary lengths as equal as is practicable. This manifold has a lug welded on to accept a dynamo-alternator heat shield. Order shield part number RTR2067. See below for details for suitable exhausts. TR2-3 owners with low port heads will need to fit a high port head to utilise this exhaust system.

NOTE: RTR2066 cannot be used with TR2-3 bomb type starter motor fitted. Order a geared starter to suit, see section 8.

RTR2034K TR2-4 Rally system 54mm (2 1/8") I/D with link pipe to take 57mm O/D 4 into 1 collector. Use with manifold RTR2066. Includes fitting kit RTR2034FK. Our rally exhaust systems benefits from substantial mountings, ensuring it stays in place longer. To ensure mountings work properly the supports must be welded to the chassis, one below the axle and one onto the rear cross tube. Please be prepared for this when ordering this exhaust system. TR2-3 owners with low port heads will need to fit a high port head to utilise this exhaust system. Includes Fitting kit RTR2034FK.

RTR2034FK Fitting kit for above system.
RTR2074K TR2-4 complete Exhaust System with Extractor Manifold for Road/Fast Road /Rally/Race use. The system includes manifold RTR2066, system RTR2034K, fitting kit RTR2034FK and manifold gaskets.

This system consisting of both manifold and rally style exhaust, has been designed to sit as high as possible in the chassis, the silencers are connected by a long sleeve and springs rather than clamps, so that the systems joints can slide in and out should they get knocked, rather than come apart and stay apart. The arrangement is engineered such that the predominant gas flow eliminated the chance of leaks.

To further reduce the possibility of inadvertent disassembly, the boxes have skids on their leading edges. The rear box has a skid on its trailing edge too. We use this system on our own Rally Cars, although it is used on hundreds of road cars too.

The manifold is designed for maximum flow; as a result the 4 pipes are arranged in a 'square' configuration. Pipe no. 2 can touch the chassis flange; it therefore may be necessary to grind away the

chassis flange a small amount to afford 5mm clearance around the pipe. Please be prepared for this when ordering this manifold.

This exhaust system benefits from substantial mountings, ensuring it stays in place longer. To ensure these mountings work properly the supports must be welded to the chassis, one below the axle and one onto the rear cross tube. Please be prepared for this too when ordering this exhaust system.

We are often asked, as the tubing is 54mm (2 1/8") Internal Diameter, 57mm (2 1/4") External Diameter, will this tubing fit through the boxed-in section of the Chassis frame under the gearbox (transmission) without modification or is modification necessary?

Yes the pipe will fit through the chassis frame, but clearance is tight. If you have the opportunity whilst fitting the exhaust we recommend opening out the box section to allow extra clearance and/or wrapping the exhaust with exhaust wrap to reduce the possibility of rattling as the exhaust settles over time. Also, whilst fitting the manifold we recommend wrapping with exhaust wrap to reduce heat in the engine bay. Order exhaust wrap RTR2114 or RTR2115. See below

TR2-3 owners with low port heads will need to fit a high port head to utilise this exhaust system.

NOTE: This manifold cannot be used with a TR2-3 'bomb' type starter motor fitted. Order a geared starter to suit, see section 8 'Electrical Systems' of our catalogue and web site.

RTR2033K TR2-4 Rally system 2 1/8" (54mm) I/D with a twin collector pipe i.e. 2 x 1 5/8" (42mm) I/D. Similar to RTR2034K. Suitable for twin exit extractor.

RTR2033FK Fitting kit for above system.

RTR2106K TR2-4 Rally system 54mm I/D with 64mm I/D link pipe. To suit large single outlet manifold.

RTR2106FK Fitting kit for the above system.

RTR2008 TR3-4 standard type system. Can also be used on TR2's

RTR2008FK Fitting kit for above system.

NOTE: TR2-3B used various methods of attaching the exhaust to the centre chassis cruciform. These systems result in vibration and reduced exhaust life. We recommend using the TR4 system of fixing the exhaust to the rear of the gearbox. RTR2008FK does this. Purists can order individual TR2-3A parts from the parts book.

RTR2009 TR2-4 sports single box system consisting of one rear box and one link pipe. This system can be fitted to a standard down pipe or, using link pipe RTR2025 and Y piece RTR2026, to a twin down pipe extractor manifold.

RTR2009FK1 Fitting kit for above system alone.

RTR2009FK2 Fitting kit for above system when using original down pipe.

RTR2009FK3 Fitting kit for above system when using link pipe, Y piece and extractor manifold.

RTR2010 TR4A Twin standard type system.

RTR2010FK TR4A Twin standard fitting kit.

RTR2011 TR4A single transverse late type system.

RTR2011FK Fitting kit for above.

RTR2081 TR4A single sports box system.

RTR2081FK Fitting kit for above system.

RTR2012 As RTR2081 when fitted to twin outlet extractor manifold.

RTR2012FK Fitting kit for above system.

RTR2096K As RTR2081 when fitted to our RTR2066 extractor manifold.

RTR2096FK Fitting kit for RTR2096.

RTR2006K TR4A-6 Twin box sports system. This is our own design of twin system, which sits neatly between the chassis rails offering maximum ground clearance. For more information, please ask for information sheet IS0010.

Note: This system will only fit TR250 when a TR5 or 6 twin outlet manifold has been fitted. This system will NOT fit with the triangular

exhaust manifold, which was originally fitted to TR250 and early American TR6, with commission number CC...

Should you wish to fit the superior later exhaust manifold, order Part 308292.

RTR2007K Same as RTR2006K but used when a twin outlet extractor manifold is used.
 RTR2095K TR4A Twin box sports system when fitted to our RTR2066 extractor manifold.
 RTR2095FK Fitting kit for RTR2095.
 RTR2044 TR250, 5, 6, Extractor Manifold 6 into 1, manufactured in stainless steel consisting of a front 3 into 1 manifold, a rear 3 into 1 manifold, both of which are mandrel bent for maximum gas flow and a Y piece. This exhaust manifold is generally considered the most efficient manifold available. When first tested a 25hp increase in power was achieved with this manifold and its associated exhaust system RTR2045. No other engine modifications were incorporated at the time.

It is important to note that due to the design of the primary pipes of the manifold, it is essential that in PI application the Revington TR overhead throttle mechanism is used, details of which can be found in Section 4 (Fuel and Braking systems) of our catalogue and on our website. Also TR250 and early TR6 carburettor inlet manifolds will not fit and will need to be replaced with the long inlet type. The exhaust manifold is mandrel bent for best practical gas flow.

RTR2042 TR250, 5, 6 complete Exhaust System comprising: - 6 into 1 Extractor Manifold (RTR2044), and Exhaust System (RTR2045) all manufactured from stainless steel with a main bore internal diameter of 54mm. The system has one silencer orientated fore and aft exiting with an up-swept tailpipe. The extractor manifold consists of a front 3 into 1 manifold, a rear 3 into 1 manifold and a Y piece. This exhaust system is generally considered the most efficient manifold/exhaust combination available. When first tested a 25hp increase in power was achieved with this manifold and its associated exhaust system RTR2045 which together form this complete system (RTR2042). No other modifications to the engine were incorporated at the time.
 It is important to note that due to the design of the primary pipes of the manifold, it is essential that in PI application the Revington TR overhead throttle mechanism is used, details of which can be found in Section 4 (Fuel and Braking systems) of our catalogue and on our website. Also TR250 and early TR6 carburettor inlet manifolds will not fit and will need to be replaced with the long inlet type. The Extractor Manifold and the Link Pipe are mandrel bent for best practical gas flow.

This complete system with its single silencer gives a ground clearance of approximately 150mm with wheels of 300mm rolling radius fitted and standard springs. Recently redesigned, this kit is now quieter, incorporating a smaller bore main pipe and larger back box. These improvements have been carefully designed to reduce noise without interfering with performance.

Please order the appropriate Fitting Kit separately.

RTR2042FK1 Fitting kit for above system TR250.
 RTR2042FK2 Fitting kit for above system TR5-6CP.
 RTR2042FK3 Fitting kit for above system TR6CR/CF.

RTR2045 This 54mm I/D stainless steel Exhaust System consists of a link pipe, support bracket and one silencer orientated fore and aft exiting with an up-swept tailpipe. This system forms part of Complete System RTR2042 (suitable for TR250, 5 and 6), but does not include the manifold and Y piece, which are sold separately as part no. RTR2044. This Exhaust System with its single silencer gives ground clearance of approximately 150mm with wheels of 300mm rolling radius fitted and standard springs. Recently redesigned, this kit is now quieter, incorporating a smaller bore main pipe and larger back box, with no loss in performance, in fact as the main link pipe is mandrel bent this system offers significant performance advantage over systems manufactured using cheaper 'crush bending' techniques.

The exhaust system can also be fitted to 4 cylinder TR4A's when fitted with our extractor manifold RTR2066. In this case a short link pipe RTR2045-4 is required to join the manifold to the main link pipe, and to complete the job, fitting kit RTR2042FK2 and an extra clamp GEX9012. Please see part number RTR2045-4 where there are photographs of the installation. A noise test performed on a standard TR4A with this system and manifold RTR2066 fitted gave the following results 82db @ 2000, 92db @ 3000, 96db at 4000 and 100db at 5000.

RTR2045-4 TR4A Link pipe to join RTR2066 to RTR RTR2045. To complete the installation Clamp GEX9012 and fitting kit RTR2042FK2 will be required.

RTR2056 TR250-TR6 carburettor cars. Standard type system used only to TR6 comm. no. CC67893.

RTR2056FK Fitting kit for above system.
 RTR2014 TR5-6PI standard type system.
 RTR2014FK Fitting kit for above system.
 RTR2014FK2 Fitting kit for RTR2014 when fitted to cars with J type overdrive.

RTR2015 TR5-6PI Twin box system. SAH pattern.
 RTR2015FK Fitting kit for above system.
 RTR2048 TR7 standard system.
 RTR2048FK Fitting kit for above system.
 RTR2049 TR8 standard system.
 RTR2049FK Fitting kit for above system.

RTR212-1K TR8 Performance exhaust system. This kit includes a pair of extractor manifolds, two intermediate silencers with balance pipe, two tail pipes and a fitting kit. All pipes and silencer boxes are stainless steel. See subframe note below

RTR212-2K TR8 Performance exhaust system. This kit includes a pair of extractor manifolds, intermediate balance pipe, one rally style 57mm I/D rear silencer with 76mm tail pipe and a fitting kit. All pipes and the silencer box are stainless steel. This system is very loud! See subframe note below

RTR212-3K TR8 Performance pair of extractor manifolds only. See subframe note below

ERR6733 Gasket for V8 manifold (2 ports). 4 required
 AJM692SPORT Alternative cheaper gasket (2 ports). 4 requires

Note: - both systems and manifold listed above assume that a genuine TR8 subframe is fitted (or a TR7 part modified to exact TR8 spec). This ensures that with the engine in the correct position with respect to the body shell, the exhaust system will fit correctly; otherwise the system will need to be tweaked to suit your car.

EXHAUST FITTINGS

BRACKETS

RTR2032	TR2-6 universal bracket (with flat gearbox mounting). Fits under gearbox fixing and enables exhaust to be clamped rigidly to the engine gearbox assembly.
RTR2117	TR5 -TR6CC/CP. Bracket supporting RTR2042 system Toyota Gearbox conversion.

CLAMPS

FLAT PLATE TYPE

MILD STEEL		S/STEEL
TT9931	Clamp 41mm (1 5/8") I/D	
RTR2057	Clamp 45mm (1 3/4") I/D.	
RTR2046	Clamp 48mm (1 7/8") I/D.	
RTR2058	Clamp 51mm (2") I/D.	RTR2058SS
RTR2059	Clamp 54mm (2 1/8") I/D.	RTR2059SS
RTR2060	Clamp 57mm (2 1/4") I/D.	
RTR2039	Clamp 60mm (2 3/8") I/D	RTR2039SS
RTR2061	Clamp 64mm (2 1/2") I/D.	
RTR2040	Clamp 67mm (2 5/8") I/D	RTR2040SS

BENNELLI TYPE

MILD STEEL		S/STEEL
GEX9007	Clamp 45mm (1 3/4") I/D.	RTR2087
GEX9008	Clamp 48mm (1 7/8") I/D.	RTR2088
GEX9009	Clamp 51mm (2") I/D.	RTR2089
GEX9010	Clamp 54mm (2 1/8") I/D.	RTR2090
GEX9011	Clamp 57mm (2 1/4") I/D.	RTR2091
GEX9012	Clamp 60mm (2 3/8") I/D.	RTR2092
GEX9013	Clamp 64mm (2 1/2") I/D.	RTR2093
GEX9014	Clamp 67mm (2 5/8") I/D.	RTR2094

HANGER TYPE

RTR2073	Clamp support single ear 51mm I/D S/S.
RTR2102	Clamp support single ear 54mm I/D S/S.
RTR2101	Clamp support single ear 90mm S/S.
RTR2041	Clamp support 57mm I/D S/S. 2 ears at 90°.
RTR2062	Clamp support single ear 57mm I/D S/S.
RTR2075	Clamp support 57mm I/D S/S 2 ears at 180°.
RTR2045-3	Clamp support 57mm I/D S/S sine hanger

TAIL PIPE FINISHERS

HRTT9177	Chrome finisher 140mm (5.5") long to fit 48.26mm (1.9") pipe
RTR2120	TR5-6 Extension tail pipe with 45° cut off end. This tail pipe extends an upswept single tailpipe by 120mm. Useful where the exhaust fumes are prone to swirling back into the cockpit. Fits 63.6mm O/D (2.5")

TAPE, HEAT INSULATING

Wrapping the exhaust manifold with heat insulating tape will keep the exhaust gasses hotter longer helping to increase horsepower. In addition, under bonnet heat is much reduced.

RTR2114	Tape insulating 1" x 50ft
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RTR2115	Tape insulating 2" x 50ft
RTR5360	Stainless ty-wraps for attaching RTR2114 and RTR2115.
RTR5360K	Pack of 25 RTR5360 stainless steel tie-wraps 300mm X 4.6mm sufficient to secure the insulating tape of one manifold, down pipe and exhaust link pipe. Temperature range -80°C to +538°C. Also useful for any high temperature applications such as securing components which are near heat sources (typically securing plumbed-in fire extinguisher lines or securing heat resistant tape around alternator wiring.

HEAT SHIELDS

RTR2067	TR2-4A Heat Shield to protect the dynamo or alternator
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