

## SECTION S.

### EXHAUST SYSTEM

<u>Section</u>	<u>Description</u>	<u>Page</u>
S.1.	General description	3.
S.2.	Exhaust manifold	3.
S.3.	Downpipe	3.
S.4.	Intermediate pipe	4.
S.5.	The silencer	4.

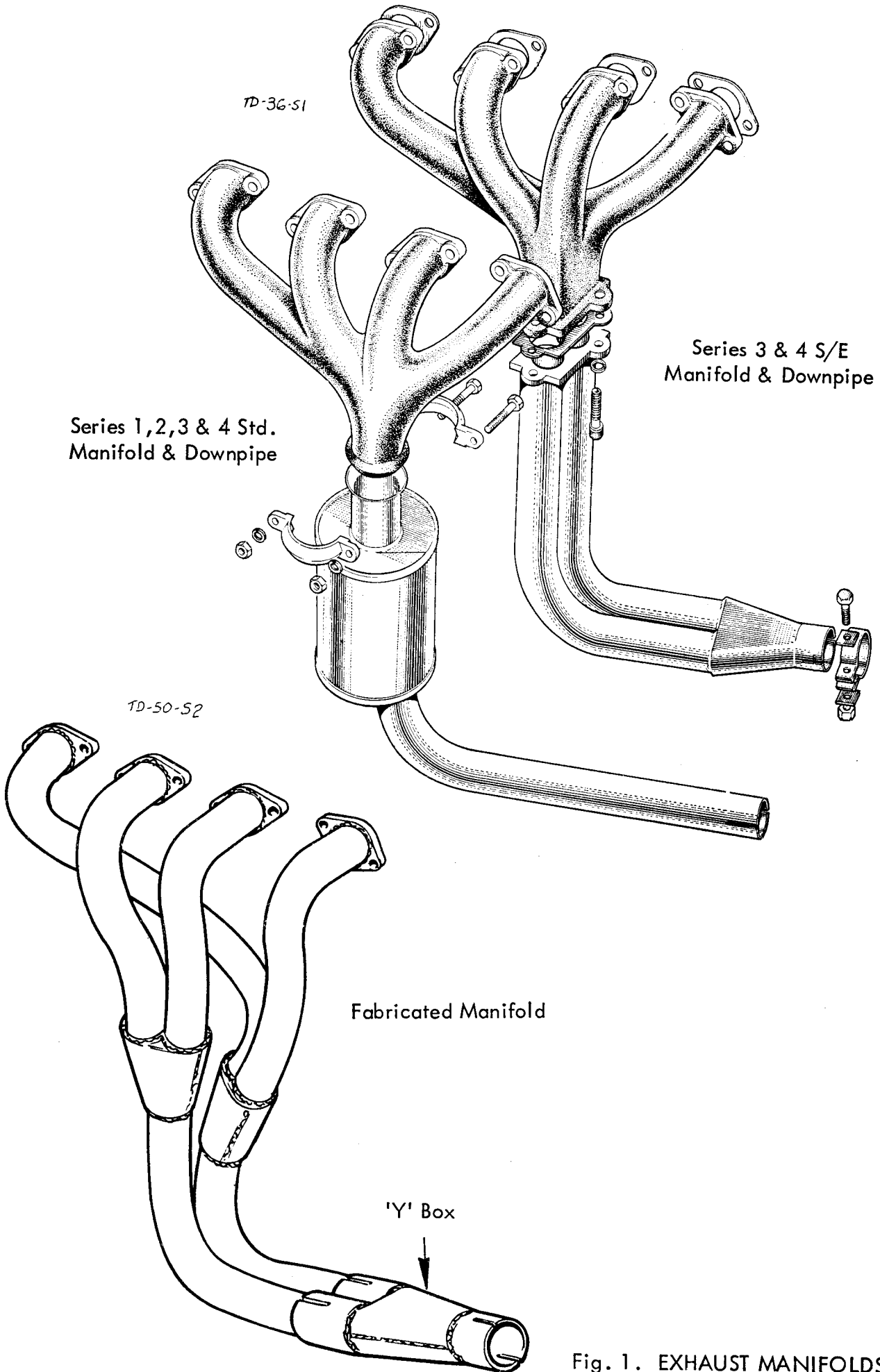


Fig. 1. EXHAUST MANIFOLDS & DOWNPIPES

S.1. - GENERAL DESCRIPTION

The exhaust system is comprised of a cast-iron exhaust manifold, downpipe, intermediate pipe and silencer.

Commencing at Chassis No. 6640, the downpipe, intermediate pipe and silencer were standardised between models. The differences between types (STD. or S/E) however, still exist.

Later models still, have been fitted (and still are being fitted) with a gas-flowed fabricated exhaust manifold which is quieter running than the earlier cast manifold.

S.2. - EXHAUST MANIFOLD

To Remove

Cast Type

1. Remove either the 3 Allen screws, 3 nuts or 'C' clamps from the downpipe flange joint. Remove the gasket if fitted.
2. Remove the 2 nuts securing each flange to the cylinder head (8 nuts in all). Pull the manifold off the studs and remove from the car.

Fabricated Type

1. From below the car, support the engine on a suitable jack, then remove left-hand engine mounting.
2. Disconnect the 'Y' box joint of the manifolds with the intermediate pipe.
3. Remove the generator (see Section 'M').
4. Remove the 2 nuts securing each flange to the cylinder head (8 nuts in all). Pull the manifolds, which are in two parts, off the studs and out of the engine compartment, twisting to clear the brake servo unit(s). It may be found more expedient to remove the servo unit(s).

To Replace

Replacement for all types of manifold is a reversal of the removal procedure except that on S/E models NO gasket should be fitted at the joint between the cast manifold and its downpipe. Instead, use Holts 'Firegum' as the jointing material, and bolt up immediately.

Use new gaskets at the cylinder head joints when refitting manifolds.

S.3. - DOWNPIPE

To Remove

The downpipe, as a separate piece, is only fitted to engines with a cast manifold.

1. Remove the 3 Allen screws, 3 nuts or 'C' clamps from the downpipe to manifold flange joint. Remove and discard flange gasket where fitted.
2. From below the car, release clip securing downpipe to intermediate pipe and free downpipe from its location.

To Replace

When replacing, which is a reversal of the removal procedure, use Holts 'Firegum' as the jointing material between manifold and downpipe flange on S/E models.

S.4. - INTERMEDIATE PIPE

To Remove

To remove the intermediate pipe it is first necessary to remove the silencer (Section 'S.5'), then proceed as follows:-

1. Disconnect the clip securing the intermediate pipe to the downpipe (with cast manifold), or to the 'Y' box (with fabricated manifold).
2. Release the support clip from the gearbox mounting bracket, then remove pipe.

To Replace

1. Ensure correct pipe is fitted on replacement. Up to Chassis No. 6639 use pipe (Part No. A26 S 003), and from Chassis No. 6640 use pipe (Part No. B26 S 003). Knock off support clip from discarded pipe and fit to new pipe.
2. Secure forward end of pipe into its location, insert rear end of pipe into silencer. Mount silencer into its location (Section 'S.5').
3. Ensure adequate clearance throughout entire length of exhaust system, particularly in vicinity of brake pipes, then secure support clip to the gearbox mounting bracket, finally tightening all clips.

S.5. - THE SILENCER

To Remove

1. Release the clip securing the silencer to the intermediate pipe.
2. Remove the lower fixings securing the silencer to its insulators and pull out from its location.

To Replace

1. Ensure correct silencer is fitted on replacement. Both the silencer and the intermediate pipe were changed at the chassis numbers given in item '1', "To Replace" of Section 'S.4'.
2. Ascertain also that the insulators are in good condition before refitting silencer.

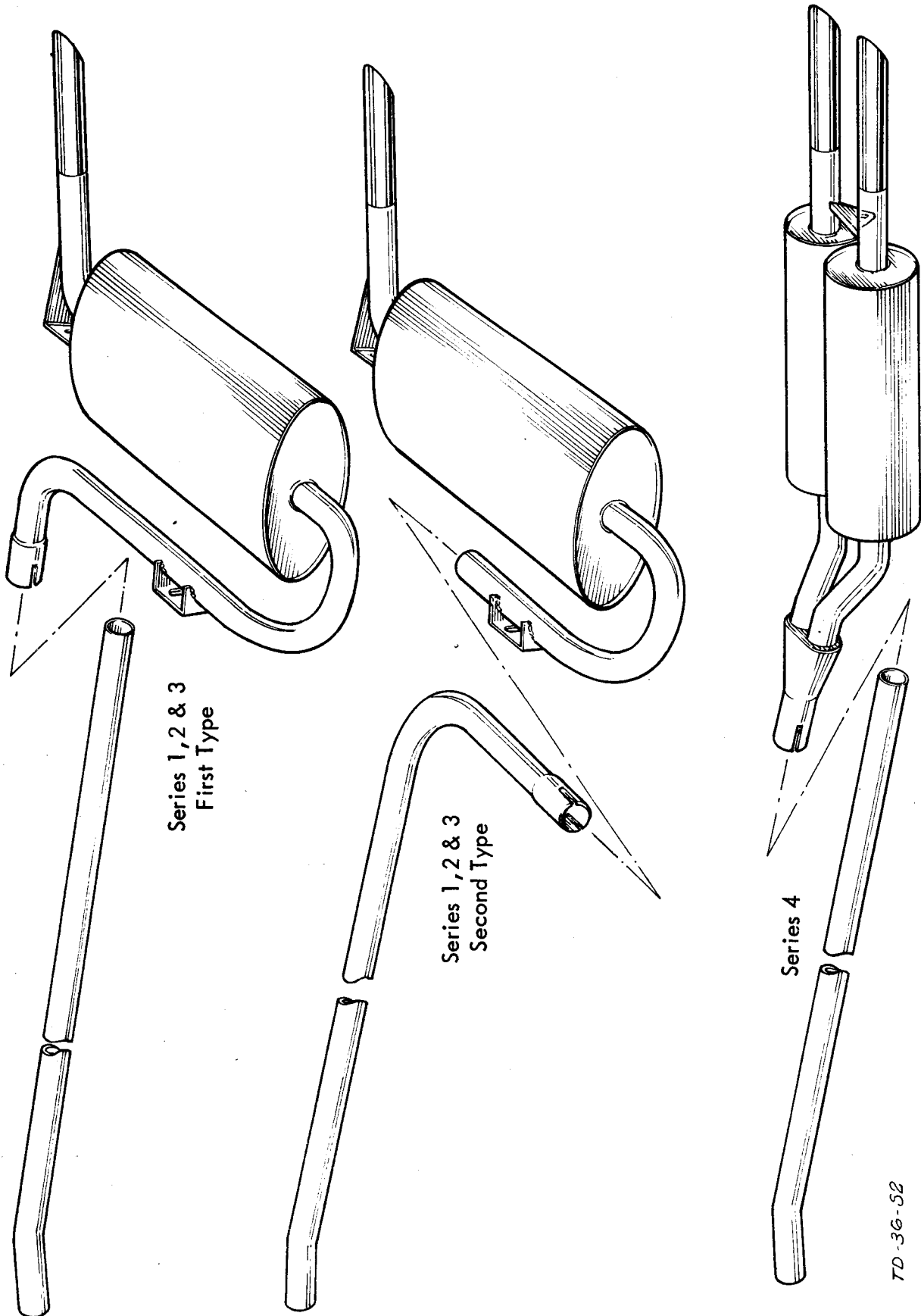


Fig. 2. INTERMEDIATE PIPES & SILENCERS

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49

The insulators were changed to accommodate the new silencer at the same chassis numbers mentioned in Section '5.4'. See Service Parts List (Part No. 36 T 325) for part numbers.

3. Insert forward end of silencer into the intermediate pipe, then secure silencer to its insulators. Ensure clearance between body and silencer, then tighten all fixings.