



MERGED COLLECTORS

ULTRA HIGH FLOW CATALYTIC CONVERTERS

V- BAND CLAMPS

MANDREL BENDS

AND A WHOLE LOT MORE

THE CRAFTSMANSHIP OF OUR DIRECTOR HAS HAD EXPOSURE TO MANY LOCAL AND INTERNATIONAL RACING EVENTS SPECIFICALLY RUNNING THE ULTIMATE TESTS OF 12 HR AND 24HR RACING. AS WELL AS MANUFACTURING OEM PARTS FOR LIMITED RUN VEHICLES.

WE AT PERFORMANCE WEAPONRY BELIEVE THAT WINNING IS EVERYTHING.
(REMEMBER TO COME SECOND YOU ARE FIRST OF THE LOSERS)



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MERGED COLLECTORS

As used by all F1 teams, and all leading classes of motor racing, it has been no secret that merged collectors increase horsepower and torque, in particular when used with extractors on normally aspirated engines (up to 10% increase over pressed collectors is not an uncommon result), and a very noticeable increase when used on turbo charger manifolds, the turbo spools up much quicker, noticeably reducing lag and bringing the torque in earlier on in the rev range.

They come as standard equipment on nearly all exotic performance cars, & are used extensively in all types of motor sport in cars, boats & motorcycles. Have a look under a Ferrari V12 or Lamborghini one day or pictures of your favourite F1 teams engine and there you will see beautifully formed, merged collectors. The restriction on merged collectors being more widely used to date has simply been the cost of the collectors due to the time and skill involved to manufacture.

Performance Weaponry's merged collectors have been thoroughly designed and tested to ensure that they will achieve the best results from your engine. They have been expanded on the end to slip over extractor tubes and are constructed from 304 stainless steel with fully purged tig welds. Available with or without reverse cone ends,

Fitting is easy if your existing extractors finish (as most do) grouped in a square fashion with a collector cone welded on it is simply a matter of cutting off the pressed collector and sliding the merged collector over the tubes. Securing the collector by either welding or attaching a mount bracket to make removal easy if you require.

There is **3 basic options available:**

Merged collectors (can be used with both normally aspirated and turbo applications)

Merged collector with reverse cone end
(highly recommended for normally aspirated to bring the best out of your engine)

Performance Weaponry's V-series gives you the flexibility that you had never thought possible. A V-band ring is welded to the rear of the basic merged collector, allowing you to trial different diameter & length reverse cone ends.

The reverse cone ends also have V-band rings welded to give you the flexibility to quickly and easily remove such items as catalytic converter to replace with straight thru pipe for the track, then when finished racing simply swap your cats back in and drive home.

Or perhaps swap to try different catalytic converters or simply add a muffler for race day, with the V-Series you have almost total flexibility that you can design the system that suits each track or different condition that occurs, up until now most teams had to take several different exhaust systems to find the one that suits their car and that race track, with the V-series those teams now have total flexibility plus the ability to change the exhaust configuration in minutes, it has revolutionised the way exhaust systems are used.



LIST OF CONVERTORS MERGED COLLECTORS

All collectors are made from gr304 stainless steel

Part number explained

PART NUMBER: MC-44-60-41



44 = 44mm = Tube diameter that slides into the collector

60 = 60mm = External diameter after the pipes have merged

41 = Four into 1 collector

NOTE: All collectors are to suit true imperial size tubing (nearly all tubing in exhaust applications is imperial tube)

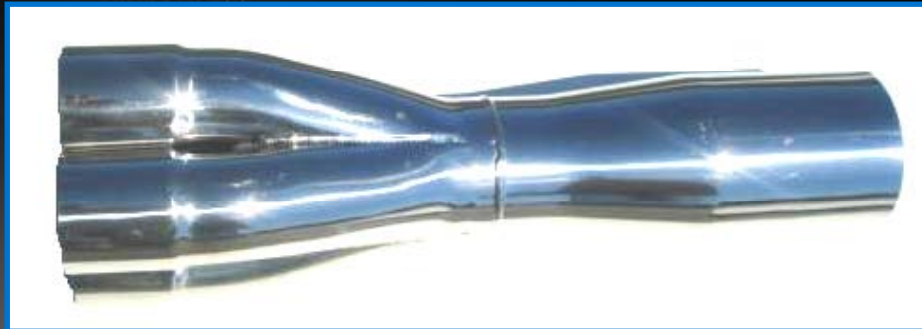
MERGED COLLECTORS	DESCRIPTION	
PART NUMBER	4into1 (41) or 2into1 (21)	PRICE AUD
MC-38-50-41 (1 1/2" - 2" - 41)	4into1	\$215
MC-38-47-21 (1 1/2" - 1 7/8" - 21)	2into1	\$135
MC-41-54-41 (1 5/8" - 2 1/8" - 41)	4into1	\$225
MC-41-47-21 (1 5/8" - 1 7/8" - 21)	2into1	\$142
MC-44-60-41 (1 3/4" - 2 3/8" - 41)	4into1	\$235
MC-44-50-21 (1 3/4" - 2" - 21)	2into1	\$150
MC-47-60-41 (1 7/8" - 2 3/8" - 41)	4into1	\$245
MC-47-63-41 (1 7/8" - 2 1/2" - 41)	4into1	\$245
MC-47-57-21 (1 7/8" - 2 1/4" - 21)	2into1	\$157
MC-50-67-41 (2" - 2 5/8" - 41)	4into1	\$260
MC-50-70-41 (2" - 2 3/4" - 41)	4into1	\$260
MC-50-63-21 (2" - 2 1/2" - 21)	2into1	\$165
MC-54-73-41 (2 1/8" - 2 7/8" - 41)	4into1	\$275
MC-57-76-41 (2 1/4" - 3" - 41)	4into1	\$285

LIST OF CONVERTORS MERGED COLLECTOR WITH REVERSE CONE END

All collectors are made from gr304 stainless steel

Part number explained

PART NUMBER: MC-44-60-76-41



44 = 44mm = Tube diameter that slides into the collector

60 = 60mm = External diameter after the pipes have merged

41 = Four into 1 collector

MERGED COLLECTORS	DESCRIPTION	
PART NUMBER	4into1 or 2into1	PRICE AUD
MC-38-50-57-41 (1 1/2"- 2"- 2 1/4"- 41)	4into1	\$235
MC-38-47-47-21 (1 1/2"-1 7/8"-1 7/8" - 21)	2into1	\$150
MC-41-54-63-41 (1 5/8"-2 1/8"-2 1/2"- 41)	4into1	\$250
MC-41-47-47-21 (1 5/8"-1 7/8"-1 7/8" - 21)	2into1	\$160
MC-44-60-63-41 (1 3/4"-2 3/8"-2 1/2" - 41)	4into1	\$260
MC-44-60-76-41 (1 3/4"-2 3/8"-3"-41)	4into1	\$260
MC-44-50-21 (1 3/4"- 2" - 21)	2into1	\$170
MC-47-60-76-41 (1 7/8"-2 3/8"-3"- 41)	4into1	\$275
MC47-63-89-41 (1 7/8"-2 1/2"-3 1/2"- 41)	4into1	\$275
MC-47-57-57-21 (1 7/8"-2 1/4"-2 1/4"- 21)	2into1	\$180
MC-50-67-89-41 (2"-2 5/8"-3 1/2"- 41)	4into1	\$285
MC-50-70-89-41 (2"-2 3/4"-3 1/2"-41)	4into1	\$285
MC-50-63-63-21 (2"-2 1/2"-2 1/2"- 21)	2into1	\$190
MC-54-73-89-41 (2 1/8"-2 7/8"-3 1/2"- 41)	4into1	\$300
MC-57-76-101-41 (2 1/4"- 3"-4"- 41)	4into1	\$315

LIST OF CONVERTORS V - SERIES MERGED COLLECTORS

All collectors are made from gr304 stainless steel

Part number explained

PART NUMBER: MC-44-60-41-V



44 = 44mm = Tube diameter that slides into the collector

60 = 60mm = External diameter after the pipes have merged

41 = Four into 1 collector

NOTE: All collectors are to suit true imperial size tubing (nearly all tubing in exhaust applications is imperial tube)

MERGED COLLECTORS	DESCRIPTION	PART NUMBER CLAMP TO SUIT	
PART NUMBER	4into1 or 2into1	V-BAND RING WELDED(MALE)	PRICE AUD
MC-38-50-41-V (1 1/2" - 2" - 41)	4into1	VBC50	\$295
MC-38-47-21-V (1 1/2" - 1 7/8" - 21)	2into1	VBC50	\$210
MC-41-54-41-V (1 5/8" - 2 1/8" - 41)	4into1	VBC50	\$310
MC-41-47-21-V (1 5/8" - 1 7/8" - 21)	2into1	VBC50	\$220
MC-44-60-41-V (1 3/4" - 2 1/4" - 41)	4into1	VBC57	\$325
MC-44-50-21-V (1 3/4" - 2" - 21)	2into1	VBC50	\$230
MC-47-60-41-V (1 7/8" - 2 3/8" - 41)	4into1	VBC57	\$335
MC-47-63-41-V (1 7/8" - 2 1/2" - 41)	4into1	VBC63	\$340
MC-47-57-21-V (1 7/8" - 2 1/4" - 21)	2into1	VBC57	\$245
MC-50-67-41-V (2" - 2 5/8" - 41)	4into1	VBC63	\$360
MC-50-70-41-V (2" - 2 3/4" - 41)	4into1	VBC76	\$360
MC-50-63-21-V (2" - 2 1/2" - 21)	2into1	VBC63	\$260
MC-54-73-41-V (2 1/8" - 2 7/8" - 41)	4into1	VBC76	\$380
MC-57-76-41-V (2 1/4" - 3" - 41)	4into1	VBC76	\$390

TRANSITION PIECES - LONG SERIES

All Transition Pieces are made from gr304 stainless steel
(For Aluminium transition pieces see Induction section)

Part number explained

PART NUMBER: PT-50-57

50 (50.8 Dia OR 2")



57 (57.1mm OR 2 1/4")

Transitions pieces are swaged (formed) tube that taper from a minor diameter to major diameter. For plain transitions and V-series, we make them with a 14° inclusive angle taper.

For plain transitions allow for approximately 25mm straight (1") on the minor end and approx 50mm on the major end. (V-Series has approx 19mm (3/4") each end where the V-band ring is welded.)



PLAIN TRANSITION

PLAIN TRANSITIONS		TRANSITIONS V - SERIES		USES V-CLAMP	USES V-CLAMP
For weld on applications	PRICE AUD	Quick release clamp on system	PRICE AUD	ON MINOR DIAMETER	ON MAJOR DIAMETER
PT-50-57 (2" - 2 1/4")	\$35	PT-50-57-V (2" - 2 1/4")	\$130	VBC-50	VBC-57
PT-50-63 (2" - 2 1/2")	\$35	PT-50-63-V (2" - 2 1/2")	\$132	VBC-50	VBC-63
PT-54-63) (2 1/8" - 2 1/2")	\$35	PT-54-63-V (2 1/8" - 2 1/2")	\$132	VBC-50	VBC-63
PT-60-63 (2 3/8"-2 1/2")	\$45	PT-60-63-V (2 3/8"-2 1/2")	\$142	VBC-57	VBC-63
PT-60-76-41 (2 3/8"-3")	\$45	PT-60-76-V (2 3/8"-3")	\$149	VBC-57	VBC-76
PT-63-76 (2 1/2" - 3")	\$45	PT-63-76-V (2 1/2" - 3")	\$149	VBC-63	VBC-76
PT-63-89 (2 1/2" - 3 1/2")	\$55	PT-63-89-V (2 1/2" - 3 1/2")	\$168	VBC-89	
PT-67-89 (2 5/8"-3 1/2")	\$55	PT-67-89-V (2 5/8"-3 1/2")	\$168	VBC-63	VBC-89
PT-70-89 (2 3/4"-3 1/2")	\$55	PT-70-89-V (2 3/4"-3 1/2")	\$168	VBC-76	VBC-89
PT73-89 (2 7/8"-3 1/2")	\$55	PT-73-89-V (2 7/8"-3 1/2")	\$168	VBC-76	VBC-89
PT-76-101 (3"-4")	\$60	PT-76-101-V (3"-4")	\$180	VBC-76	VBC-101

TRANSITION PIECES - SHORT SERIES

All Transition Pieces are made from gr304 stainless steel
 These transitions are short in length for area that has less room to work with.
 They are designed to be plain transitions that are welded into position.
 They are available in concentric transition or excentric transition



CONCENTRIC TRANSITION



ECCENTRIC TRANSITION

CONCENTRIC TRANSITION	DIMINTIONS			
PART NUMBER	LARGE DIA/ SMALL DIA	X	LENGTH	PRICE AUD
CT-50-38	50.8 X 38.1		50	\$16.50
CT-63-38	63.5 X 38.1		61	\$23.00
CT-63-50	63.5 X 50.8		48	\$24.00
CT-76-38	76.2 X 38.1		73	\$34.00
CT-76-50	76.2 X 50.8		73	\$25.00
CT-76-63	76.2 X 63.5		50	\$26.00
CT-101-38	101.6 X 38.1		102	\$63.00
CT-101-50	101.6 X 50.8		99	\$54.00
CT-101-63	101.6 X 63.5		82	\$32.00
CT-101-76	101.6 X 76.2		81	\$42.00

ECCENTRIC TRANSITION	DIMINTIONS			
PART NUMBER	LARGE DIA/ SMALL DIA	X	LENGTH	PRICE AUD
ET-50-38	50.8 X 38.1		51	\$28.00
ET-63-38	63.5 X 38.1		66	\$32.00
ET-63-50	63.5 X 50.8		67	\$36.00
ET-76-38	76.2 X 38.1		76	\$40.00
ET-76-50	76.2 X 50.8		79	\$48.00
ET-76-63	76.2 X 63.5		80	\$32.00
ET-101-38	101.6 X 38.1		101	\$83.50
ET-101-76	101.6 X 76.2		101	\$42.00

V – BAND CLAMP SETS

All Transition Pieces are made from gr304 stainless steel
(For aluminium ring sets available see Induction section)

V- Band clamps have been used for many years in the aircraft industry, major race teams both on land and water, they are a highly efficient and effective way to make a joint between two mating parts that will seal without the need for a gasket and also has the ability to quickly release.

They are robust that they can be changed many times with having fatigue or distortion problems. They are without a doubt the best way to make a quick change union in tube work.



PART NUMBER: PT-50-57



PART NUMBER: VBCS-50

V - BAND CLAMP SETS	PRICE AUD	V - BAND CLAMP	PRICE AUD	V - BAND RING SET	PRICE AUD
VBCS-50	\$62	VBC-50	\$37	VBR-50	\$40
VBCS-57	\$66	VBC-57	\$39	VBR-57	\$45
VBCS-63	\$71	VBC-63	\$42	VBR-63	\$47
VBCS-76	\$81	VBC-63	\$48	VBR-76	\$54
VBCS-89	\$94	VBC-89	\$55	VBR-89	\$63
VBCS-101	\$106	VBC-101	\$63	VBR-101	\$71

PART NUMBERS EXPLAINED

VBCS= V-BAND CLAMP SET

VBC= V-BAND CLAMP

VBR= V-BAND RING SET

50 = TO SUIT 50.8 (2") DIA TUBE

57 = TO SUIT 57 (2 ¼") DIA TUBE

63 = TO SUIT 63.5 (2 ½") DIA TUBE

76 = TO SUIT 76.2 (3") DIA TUBE

89 = TO SUIT 88.9 (3 ½") DIA TUBE

101= TO SUIT101.6 (4") DIA TUBE

GROUP MANDREL BENDS

All Bends are made from gr304 stainless steel
(For aluminium ring sets available see Induction section)

THE PERFECT COMBINATION OF GROUPED SET OF BENDS.

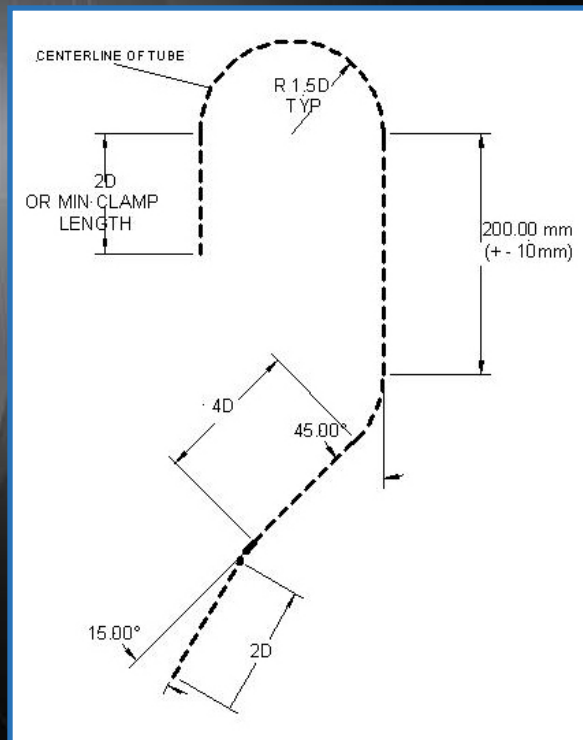
THE 180 DEG BEND ALLOWS FOR YOU TO CUT THRU AT THE PRECISE ANGLE YOU NEED (EITHER JUST PAST 90 DEG OR JUST UNDER DEPENDING ON YOUR APPLICATION) AND THE BENDS WHAT ARE LEFT WILL GIVE YOU WHAT YOU NEED TO CUSTOM MAKE YOUR OWN EXTRACTOR SYSTEM.

Dimensions Explained:

Radius = 1.5 X outside diameter of tube (1.5D)

Lengths between bends vary from 2 x diameter of

Tube (2D) to 3 x diameter of tube (3D) or a fixed length



PART NUMBER	TUBE DIAMETER		PRICE AUD
GB-38	38.1mm	(1 1/2")	\$62
GB-41	41.3mm	(1 5/8")	\$106
GB-44	44.5mm	(1 3/4")	\$86
GB-47	47.6mm	(1 7/8")	\$116
GB-50	50.8mm	(2")	\$110
GB-54	54mm	(2 1/8")	\$140
GB-57	57mm	(2 1/4")	\$118
GB-63	63.5mm	(2 1/2")	\$142
GB-76	76.2mm	(3")	\$154
GB-89	88.9mm	(3 1/2")	\$200
GB-101	101.6mm	(4")	\$225

MANDREL BENDS

All Bends are made from gr304 stainless steel
(For aluminium ring sets available see Induction section)

All bends are mandrel bent and have an approx straight each side of the bend of 2 x the outside diameter of the tube, the radius (in most cases) is 1.5 x the outside diameter, the wall thickness of the tube is 1.5mm tk referred to as 16#



180 DEG BENDS			PRICE	90 DEG BENDS			PRICE
PART NUMBER	TUBE DIAMETER		AUD	PART NUMBER	TUBE DIAMETER		AUD
SB-38-180	38.1mm	(1 1/2")	\$37	SB-38-90	38.1mm	(1 1/2")	\$26
SB-41-180	41.3mm	(1 5/8")	\$52	SB-41-90	41.3mm	(1 5/8")	\$41
SB-44-180	44.5mm	(1 3/4")	\$45	SB-44-90	44.5mm	(1 3/4")	\$32
SB-47-180	47.6mm	(1 7/8")	\$59	SB-47-90	47.6mm	(1 7/8")	\$45
SB-50-180	50.8mm	(2")	\$59	SB-50-90	50.8mm	(2")	\$41
SB-54-180	54mm	(2 1/8")	\$72	SB-54-90	54mm	(2 1/8")	\$52
SB-57-180	57mm	(2 1/4")	\$63	SB-57-90	57mm	(2 1/4")	\$47
SB-63-180	63.5mm	(2 1/2")	\$67	SB-63-90	63.5mm	(2 1/2")	\$57
SB-76-180	76.2mm	(3")	\$74	SB-76-90	76.2mm	(3")	\$62
SB-89-180	88.9mm	(3 1/2")	\$92	SB-89-90	88.9mm	(3 1/2")	\$70
SB-101-180	101.6mm	(4")	\$100	SB-101-90	101.6mm	(4")	\$80
45 DEG BENDS			PRICE	15 DEG BENDS			PRICE
PART NUMBER	TUBE DIAMETER		AUD	PART NUMBER	TUBE DIAMETER		AUD
SB-38-45	38.1mm	(1 1/2")	\$20	SB-38-15	38.1mm	(1 1/2")	\$18
SB-41-45	41.3mm	(1 5/8")	\$40	SB-41-15	41.3mm	(1 5/8")	\$37
SB-44-45	44.5mm	(1 3/4")	\$31	SB-44-15	44.5mm	(1 3/4")	\$27
SB-47-45	47.6mm	(1 7/8")	\$43	SB-47-15	47.6mm	(1 7/8")	\$38
SB-50-45	50.8mm	(2")	\$39	SB-50-15	50.8mm	(2")	\$34
SB-54-45	54mm	(2 1/8")	\$51	SB-54-15	54mm	(2 1/8")	\$47
SB-57-45	57mm	(2 1/4")	\$42	SB-57-15	57mm	(2 1/4")	\$37
SB-63-45	63.5mm	(2 1/2")	\$55	SB-63-15	63.5mm	(2 1/2")	\$50
SB-76-45	76.2mm	(3")	\$59	SB-76-15	76.2mm	(3")	\$54
SB-89-45	88.9mm	(3 1/2")	\$80	SB-89-15	88.9mm	(3 1/2")	\$75
SB-101-45	101.6mm	(4")	\$90	SB-101-15	101.6mm	(4")	\$84

STRAIGHT TUBE

All Tubes are made from gr304 stainless steel
(For aluminium ring sets available see Induction section)

All dimensions of tube listing below refer to the outside diameter, nearly always the tube comes with a finish of approx 320 grit finish, all sizes are generally available, however some of the more rarer sizes run out of stock and a delay sometimes occurs waiting the tube mill to manufacture more.



PART NUMBER	STRAIGHT TUBE	PRICE/METRE
by number of metres	SOLD BY THE METRE (39")	AUD
ST25-()	25.4mm (1")	\$12.00
ST28-()	28.6mm (1 1/8")	\$15.00
ST32-()	31.8mm (1 1/4")	\$14.50
ST35-()	34.9mm (1 3/8")	\$22.00
ST38-()	38.1mm (1 1/2")	\$18.50
ST41-()	41.3mm (1 5/8")	\$28.00
ST44-()	44.5mm (1 3/4")	\$22.50
ST47-()	47.6mm (1 7/8")	\$50.00
ST50-()	50.8mm (2")	\$26.00
ST54-()	54mm (2 1/8")	\$34.00
ST57-()	57mm (2 1/4")	\$38.00
ST63-()	63.5mm (2 1/2")	\$32.00
ST76-()	76.2mm (3")	\$36.50
ST89-()	88.9mm (3 1/2")	\$44.50
ST101-()	101.6mm (4")	\$53.00
e.g. ST50-3 = 50.8 TUBE 3M LONG	all 1.6mm thick	

HEAVY WALL TIGHT RADIUS BENDS & TUBES

All tight radius heavy wall bends and tube from gr304 stainless steel
(For aluminium ring sets available see Induction section)

These heavy wall bends are perfect for manufacturing your own tube manifold set and are highly recommended for turbo charged vehicles. They come with weld prep on each end and are a forged bend so they are perfectly round through out the bend, which makes for easier fabrication especially if you have to cut part way thru a bend to join up.

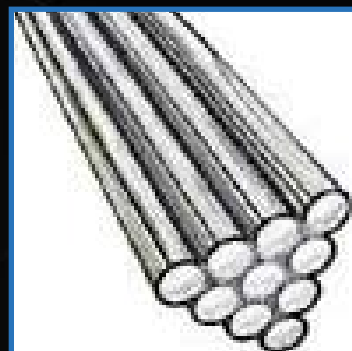
Note: These are slightly different out side diameters to the lighter wall tube bends available. Straight tubes with the same external and internal dimensions are available



90 DEG HEAVY WALL BEND



45 DEG HEAVY WALL BEND



STRAIGHT TUBE

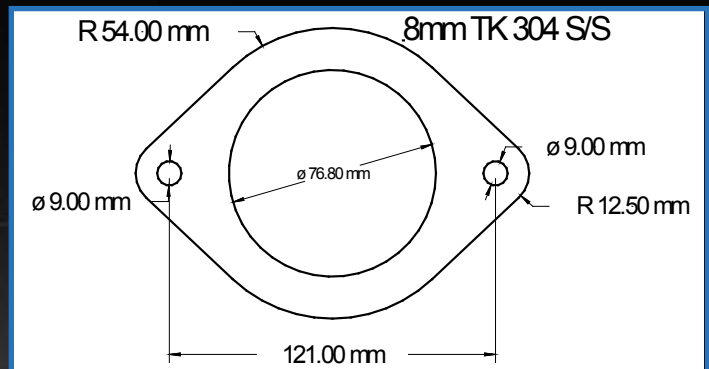
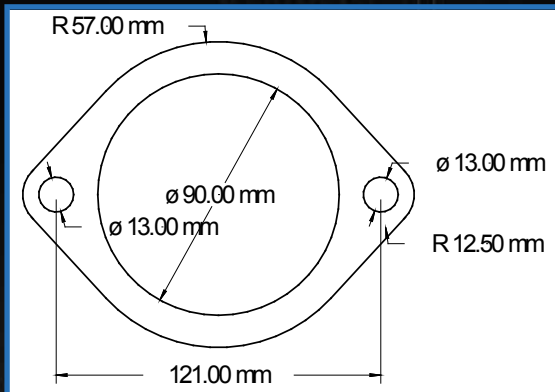
90 DEG BENDS	TUBE DIAMETER	WALL THICKNESS	RADIUS	PRICE AUD
PART NUMBER				
HB-33-90	33.4mm	2.77	25.4mm	\$11.50
HB-42-90	42.2mm	2.77	32mm	\$16.50
HB-48-90	48.3mm	2.77	38mm	\$21.00
HB-60-90	60.3mm	2.77	51mm	\$31.25

45 DEG BENDS	TUBE DIAMETER	WALL THICKNESS	RADIUS	PRICE AUD
PART NUMBER				
HB-33-45	33.4mm	2.77	25.4mm	\$9.50
HB-42-45	42.2mm	2.77	32mm	\$13.50
HB-48-45	48.3mm	2.77	38mm	\$15.50
HB-60-45	60.3mm	2.77	51mm	\$23.00

HEAVY WALL STRAIGHT TUBE			
PART NUMBER	OUTSIDE DIAMETER	WALL THICKNESS	PRICE/METRE
x number of metres			
HT-33-()	33.4mm	2.77	\$32.00
HT-42-()	42.2mm	2.77	\$43.00
HT-48-()	48.3mm	2.77	\$46.00
HT-60-()	60.3mm	2.77	\$54.00
e.g. HT-42-3 = 42 dia tube by 3m long			

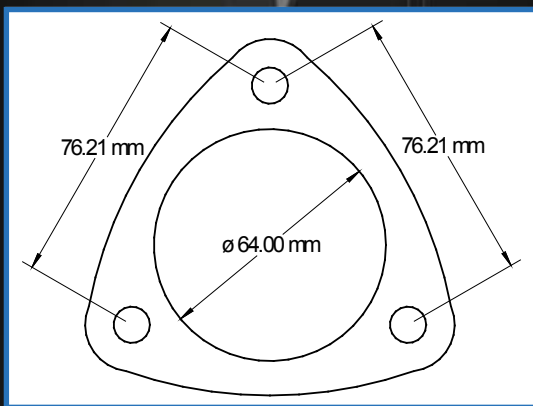
2 BOLT FLANGES

Flanges are from gr304 stainless steel
They are laser precision laser cut from premium quality plate

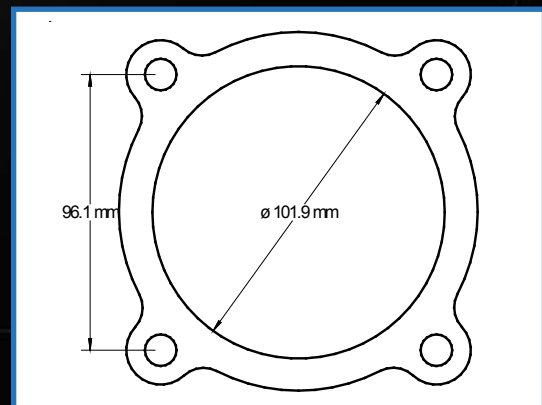


2 BOLT FLANGES		
SUITS TUBE	PART NUMBER	PRICE AUD
DIAMETER		
50.8mm (2")	FL22	\$37
57.1mm (2 1/4")	FL225	\$37
63.5mm (2 1/2")	FL25	\$37
70mm (2 3/4")	FL275	\$45
76.2mm (3")	FL3	\$45
88.9mm (3 1/2")	FL35	\$50

3 BOLT FLANGES



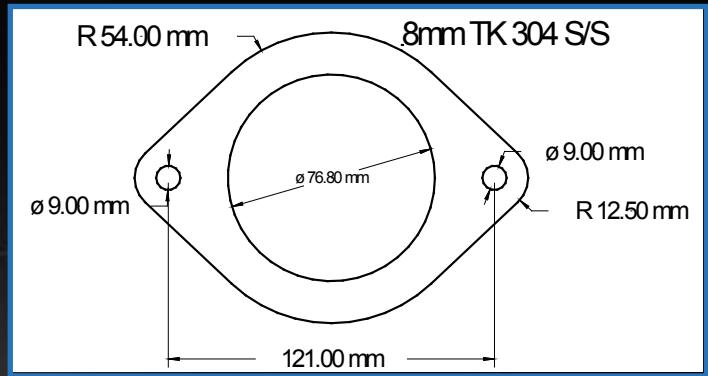
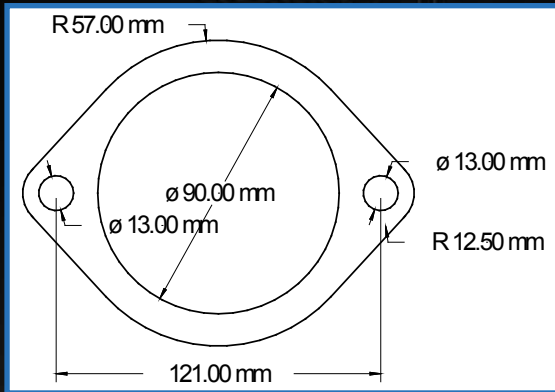
4 BOLT FLANGES



3 BOLT FLANGES			4 BOLT FLANGES		
SUITS TUBE DIAMETER	PART NUMBER	PRICE AUD	SUITS TUBE DIAMETER	PART NUMBER	PRICE AUD
63.5mm (2 1/2")	FL325	\$45	88.9mm (3 1/2")	FL435	\$55
76.2mm (3")	FL33	\$50	101.6mm (4")	FL44	\$60
88.9mm (3 1/2")	FL335	\$55			

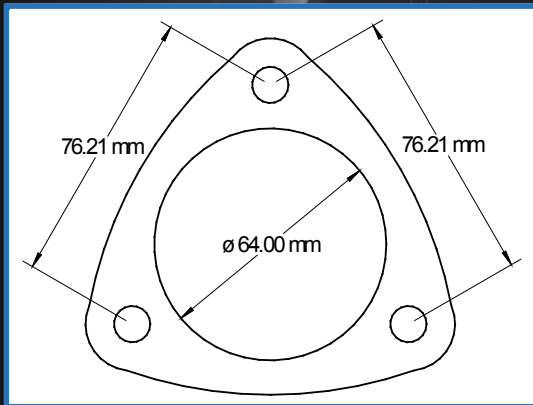
GASKETS

Flanges are from gr304 stainless steel
They are laser precision laser cut from premium quality plate

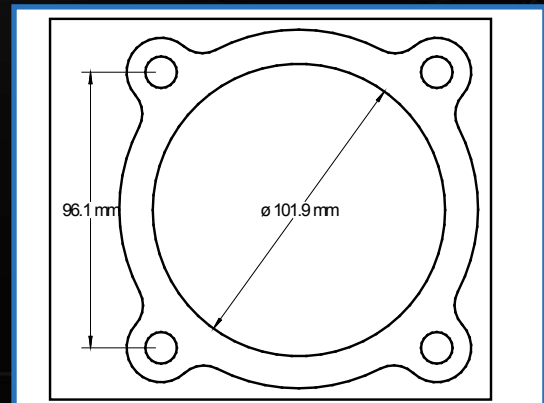


2 BOLT GASKETS		
SUITS FLANGE	PART NUMBER	PRICE AUD
PART NUMBER		
FL22	G22	\$10
FL225	G225	\$11
FL25	G25	\$11
FL275	G275	\$13
FL3	G3	\$13
FL35	G35	\$15

3 BOLT FLANGES



4 BOLT FLANGES

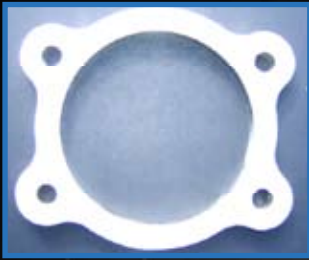


3 BOLT GASKETS			4 BOLT GASKETS		
SUITS FLANGE	PART NUMBER	PRICE AUD	SUITS FLANGE	PART NUMBER	PRICE AUD
PART NUMBER			PART NUMBER		
FL325	G325	\$55	FL435	G435	\$18
FL33	G33	\$60	FL44	G44	\$20
FL335	G335	\$65			

GASKETS ARE STEEL SANDWICHED GRAPHITE TYPE

TURBO HEAD FLANGES

Flanges are from gr304 stainless steel
They are laser precision laser cut from premium quality plate



Custom flanges



GT-25/28 Garret



RX7 (FD3S)



SUBARU WRX

TOO MANY CONFIGURATIONS TO LIST!
JUST ASK US FOR THE FLANGE YOU NEED WE MOST LIKELY WILL HAVE THE DRAWING ON FILE.

ALSO, SPECIALS ARE NO PROBLEM! JUST SEND US YOUR DIMENSIONS!
OR BETTER STILL A RUBBING OF THE FLANGE YOU REQUIRE.

CALL US AND WE WILL EXPLAIN WHAT YOU NEED TO DO!

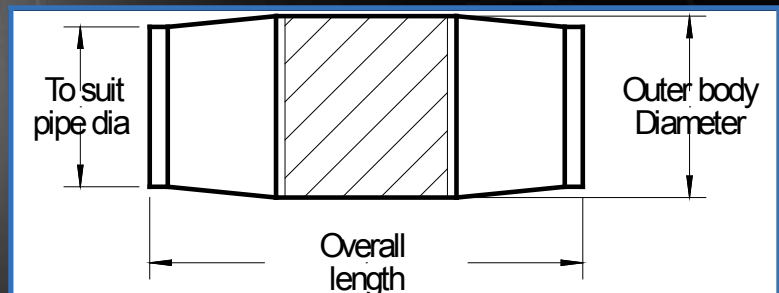
RACE CATALYTIC CONVERTERS

All catalytics have gr304 stainless steel bodies

Our extensive history being involved in metallic converters since the introduction of this technology, means that we can supply a product that actually works as it's intended and the design is proven to avoid costly warrantee claims.

Metallic converters are superior to the conventional ceramic based converters, as they can withstand knocks and general abuse to the outer case, they have the ability to handle a hotter exhaust temperature, in most cases they flow as well as a straight thru pipe, we have actually had these converters run at the Nurburg ring 2008 24hr on a V8 powered car coming in 30th outright (first of the privateers home) with no problems, gear changes occurred in exactly the same place as the same car with no cats in the system.

The converters flowed so well that they do not effect the vehicles performance in any way, all the time during the race the system glowed red hot, and this vehicle passed scrutineering for emissions control and noise. (It can't get better than that!).



CATALYTIC CONVERTERS						
PART NO	TO SUIT PIPE DIA	OURER BODY DIA	OVERALL LENGTH	CELLS PER INCH	Pt LOADING	PRICE AUD
CC4-2-2	50.8mm (2")	101.6mm (4")	250mm (9 7/8")	200	10g/cuft	\$245
CC4-225-2	57mm (2 1/4")	101.6mm (4")	230mm (9")	200	10g/cuft	\$245
CC4-25-2	63.5mm (2 1/2")	101.6mm (4")	350mm (13 3/8")	200	10g/cuft	\$245
CC4-275-2	70mm (2 3/4")	101.6mm (4")	340mm (13 3/8")	200	10g/cuft	\$245
CC4-3-2	76.2mm (3")	101.6mm (4")	353mm (13 7/8")	200	10g/cuft	\$315
CC4-3-1	76.2mm (3")	101.6mm (4")	180mm (7")	100	10g/cuft	\$245
CC4-35-2	88.9mm (3 1/2")	101.6mm (4")	230mm (9")	200	10g/cuft	\$315
CC4-35-1	88.9mm (3 1/2")	101.6mm (4")	180mm (7")	100	10g/cuft	\$290
CC5-3-1	76.2mm (3")	127mm (5")	230mm (9")	100	10g/cuft	\$340
CC5-35-1	88.9mm (3 1/2")	127mm (5")	230mm (9")	100	10g/cuft	\$340
CC5-4-1	101.6 (4")	127mm (5")	230mm (9")	100	10g/cuft	\$340

Note: If O2 port is required for oxygen sensor please specify an addition charge of \$45 applies.

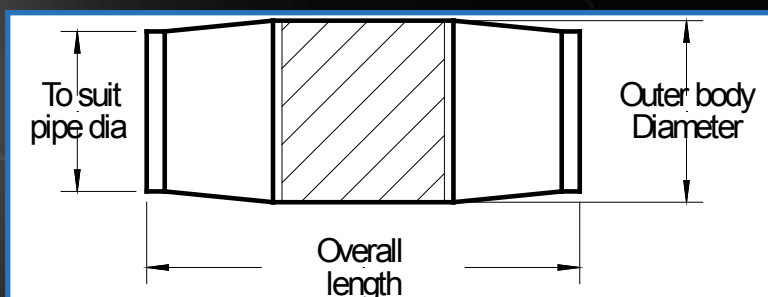
Note: In some US states it is illegal; to remove an OEM catalytic converter unless testing proves that it is no longer operational.

V – SERIES RACE CATALYTIC CONVERTERS

All catalytic converters have gr304 stainless steel bodies

Our extensive history being involved in metallic converters since the introduction of this technology, means that we can supply a product that actually works as it's intended and the design is proven to avoid costly warrantee claims.

Metallic converters are superior to the conventional ceramic based converters, as they can withstand knocks and general abuse to the outer case, they have the ability to handle a hotter exhaust temperature, in most cases they flow as well as a straight thru pipe, we have actually had these converters run at the Nurburg ring 2008 24hr on a V8 powered car coming in 30th outright (first of the privateers home) with no problems, gear changes occurred in exactly the same place as the same car with no cats in the system. The converters flowed so well that they did not effect the vehicles performance in any way, all the time during the race the system glowed red hot, and this vehicle passed scrutineering for emissions control and noise. (It can't get better than that).



CATALYTIC CONVERTERS						
PART NO	TO SUIT PIPE DIA	OURER BODY DIA	OVERALL LENGTH	CELLS PER INCH	Pt LOADING	PRICE AUD
CC4-2-2	50.8mm (2")	101.6mm (4")	250mm (9 7/8")	200	10g/cuft	\$245
CC4-225-2	57mm (2 1/4")	101.6mm (4")	230mm (9")	200	10g/cuft	\$245
CC4-25-2	63.5mm (2 1/2")	101.6mm (4")	350mm (13 3/8")	200	10g/cuft	\$245
CC4-275-2	70mm (2 3/4")	101.6mm (4")	340mm (13 3/8")	200	10g/cuft	\$245
CC4-3-2	76.2mm (3")	101.6mm (4")	353mm (13 7/8")	200	10g/cuft	\$315
CC4-3-1	76.2mm (3")	101.6mm (4")	180mm (7")	100	10g/cuft	\$245
CC4-35-2	88.9mm (3 1/2")	101.6mm (4")	230mm (9")	200	10g/cuft	\$315
CC4-35-1	88.9mm (3 1/2")	101.6mm (4")	180mm (7")	100	10g/cuft	\$290
CC5-3-1	76.2mm (3")	127mm (5")	230mm (9")	100	10g/cuft	\$340
CC5-35-1	88.9mm (3 1/2")	127mm (5")	230mm (9")	100	10g/cuft	\$340
CC5-4-1	101.6 (4")	127mm (5")	230mm (9")	100	10g/cuft	\$340

Note: If O2 port is required for oxygen sensor please specify an addition charge of \$45 applies.

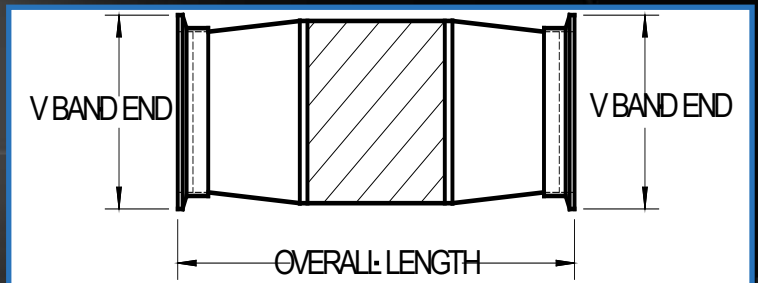
Note: In some US states it is illegal; to remove an OEM catalytic converter unless testing proves that it is no longer operational.

V – SERIES RACE CATALYTIC CONVERTERS

All catalytic converters have gr304 stainless steel bodies

The perfect set up for the racer and enthusiast, being held by V Band clamps, it is quickly changed for race day to a straight thru replacement pipe. It is a lighter and stronger set up than traditional bolt up flanges. Metallic converters are superior to the conventional ceramic based converters, as they can withstand knocks and general abuse to the outer case, they have the ability to handle a hotter exhaust temperature, in most cases they flow as well as a straight thru pipe, we have actually had these converters run at the Nurburg ring 2008 24hr on a V8 powered car coming in 30th outright (first of the privateers home) with no problems, gear changes occurred in exactly the same place as the same car with no cats in the system.

The converters flowed so well that they did not effect the vehicles performance in any way, all the time during the race the system glowed red hot, and this vehicle passed scrutineering for emissions control and noise. (It can't get better than that).



CATALYTIC CONVERTERS WITH V BAND RING WELDED					
CONVERTER PART NO	V SERIES PART NUMBER	OURER BODY DIA	OVERALL LENGTH	USES V BAND CLAMP	PRICE AUD
CC4-2-2	CCV4-2-2	101.6mm (4")	270mm (10 5/8")	VBC-50	\$325
CC4-225-2	CCV4-225-2	101.6mm (4")	250mm (9 7/8")	VBC-57	\$330
CC4-25-2	CCV4-25-2	101.6mm (4")	370mm (14 1/2")	VBC-63	\$342
CC4-275-2	CCV4-275-2	101.6mm (4")	360mm (14 1/8")	VBC-76	\$350
CC4-3-2	CCV4-3-2	101.6mm (4")	373mm(14 5/8")	VBC-76	\$420
CC4-3-1	CCV4-3-1	101.6mm (4")	200mm (7 7/8")	VBC-76	\$350
CC4-35-2	CCV4-35-2	101.6mm (4")	250mm (9 7/8")	VBC-89	\$375
CC4-35-1	CCV4-35-1	101.6mm (4")	200mm (7 7/8")	VBC-89	\$415
CC5-3-1	CCV5-3-1	127mm (5")	250mm (9 7/8")	VBC-76	\$400
CC5-35-1	CCV5-35-1	127mm (5")	250mm (9 7/8")	VBC-89	\$415
CC5-4-1	CCV5-4-1	127mm (5")	250mm (9 7/8")	VBC-101	\$425

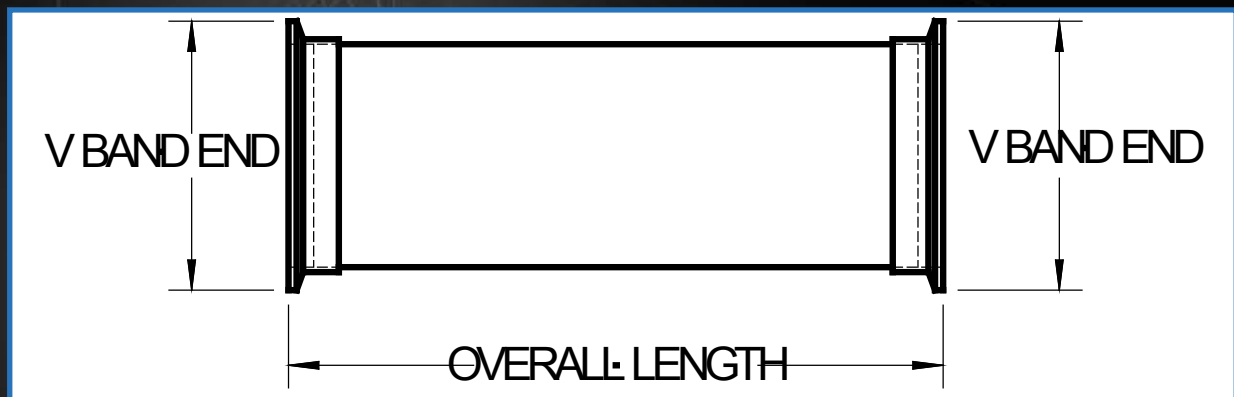
Note: If O2 port is required for oxygen sensor please specify an addition charge of \$45 applies.

Note: In some US states it is illegal; to remove an OEM catalytic converter unless testing proves that it is no longer operational.

V – SERIES CATALYTIC CONVERTER REPLACEMENT PIPE

This section is to replace the V series catalytic converter; it is a simple quick change clamp in type replacement.

Drive to the race track quickly replace your catalytic converter with the replacement pipe, race for the day, quickly replace your converter and drive home, without the fear of those costly police inspections for compliance to and from the track. .



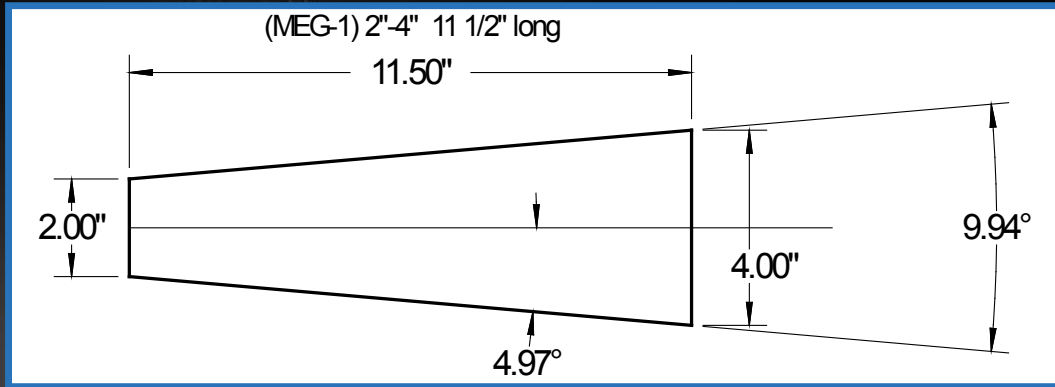
V SERIES CATALYTIC CONVERTER REPLACEMENT PIPE				
CONVERTER V SERIES PART NUMBER	REPLACEMENT PIPE NUMBER	OVERALL LENGTH	USES V BAND CLAMP	PRICE AUD
CCV4-2-2	CCVR4-2-2	270mm (10 5/8")	VBC-50	\$120
CCV4-225-2	CCVR4-225-2	250mm (9 7/8")	VBC-57	\$135
CCV4-25-2	CCVR4-25-2	370mm (14 1/2")	VBC-63	\$140
CCV4-275-2	CCVR4-275-2	360mm (14 1/8")	VBC-76	\$160
CCV4-3-2	CCVR4-3-2	373mm(14 5/8")	VBC-76	\$160
CCV4-3-1	CCVR4-3-1	200mm (7 7/8")	VBC-76	\$160
CCV4-35-2	CCVR4-35-2	250mm (9 7/8")	VBC-89	\$190
CCV4-35-1	CCVR4-35-1	200mm (7 7/8")	VBC-89	\$190
CCV5-3-1	CCVR5-3-1	250mm (9 7/8")	VBC-76	\$160
CCV5-35-1	CCVR5-35-1	250mm (9 7/8")	VBC-89	\$190
CCV5-4-1	CCVR5-4-1	250mm (9 7/8")	VBC-101	\$215

Note: It is illegal in most countries to not have an effective catalytic converter fitted to a vehicle that is on public roads. The intention for the cat replacement pipe is for race track use only

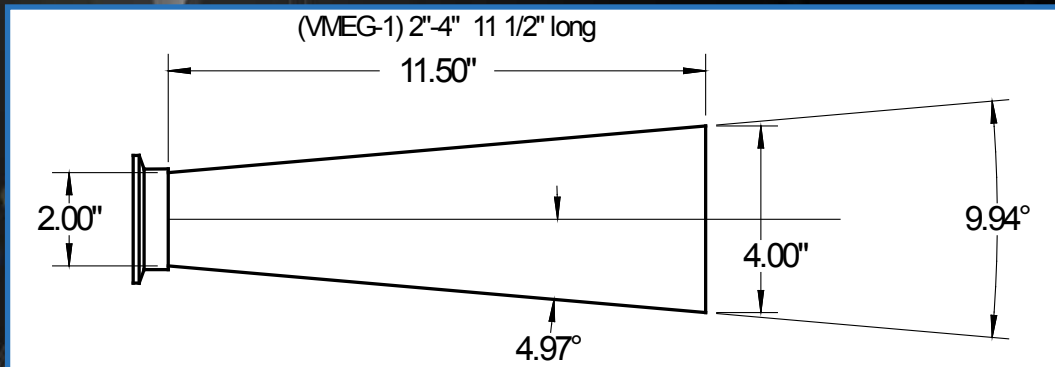
MEGAPHONE'S

Megaphones are from 1.2mm 304 stainless steel

Megaphones are used in applications where there is no tail pipe, they increase the power curve above the normal power curve across the rev range, but more noticeable in the higher rev range. They come as per details below. You can request a reverse cone welded on the end (Refer to transition pieces page7) Or baffle tube to bolt inside.



MEGAPHONES					
PART NUMBER	MINOR DIAMETER	MAJOR DIAMETER	OVER ALL LENGTH	ANGLE	PRICE AUD
MEG-1	50mm	101mm	290mm	10deg	
MEG-2	50mm	101mm	400mm	7.3deg	
MEG-3	63.5mm	114mm	400mm	7.3deg	
MEG-4	50mm	127mm	595mm	7.3deg	
MEG-5	76mm	127mm	400mm	7.3deg	

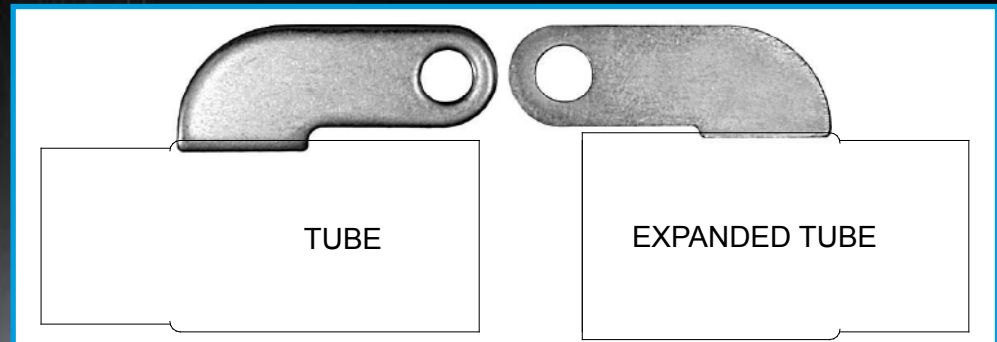


V SERIES MEGAPHONES						
PART NUMBER	MINOR DIAMETER	MAJOR DIAMETER	OVER ALL LENGTH	ANGLE	PRICE AUD	TAKES V BAND CLAMP
VMEG-1	50mm	101mm	290mm	10deg		VBCS-50
VMEG-2	50mm	101mm	400mm	7.3deg		VBCS-50
VMEG-3	63.5mm	114mm	400mm	7.3deg		VBSC-63
VMEG-4	50mm	127mm	595mm	7.3deg		VBCS-50
VMEG-5	76mm	127mm	400mm	7.3deg		VBCS-76

MOUNTING LUGS, BRACKETS & SPRINGS

BELOW IS VARIOUS METHODS OF RETAINING COMPONENTS DEPENDING IF YOU PREFER TO BOLT YOUR COMPONENTS TOGETHER OR IF YOU PREFER SPRING MOUNTED.
ALL COMPONENTS ARE MADE FROM 304 STAINLESS STEEL

PART NUMBER LT1
TABS \$5 PER SET
LASER CUT



Attachment lugs are welded to each side of the slip joint to the tubes can be secured by a bolt for a more solid mount



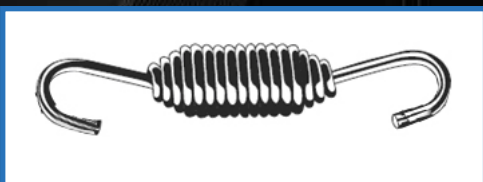
This is one type of lug that is welded to the tube work and is used for spring attachment. They are also used to bolt the joint together.

PART NUMBER: LT2
TABS \$7 PER SET



Wire attachment lugs are the simplest and easiest way of using spring mounted construction.

PART NUMBER: LT3
WIRE TABS \$3.50 PER SET



Tension spring used to hold slip joints together. Our spring tensioner tool is recommended you only have to have the end of the spring stuck in your finger with blood coming out to recognise that the tensioner tool is worth every cent

PART NUMBER: SP1
SPRING \$3.50 ea

SPRING TENSIONER TOOL
PART NO: SPT
\$10 ea

BUNGS, NIPPLES & FERRULES



O2 SENSOR PORT
304 Stainless Steel
Mix 8 x 15 pitch

PART NUMBER: O21
PRICE AUD: \$6.50ea



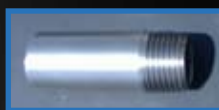
O2 SENSOR PORT
304 Stainless Steel
Mix 8 x 15 pitch

PART NUMBER: O21
PRICE AUD: \$6.50ea



1/8 NPT BUNG
304 Stainless Steel

PART NUMBER: B1
PRICE AUD: \$4.00ea



1/2" NPT NIPPLE
304 Stainless Steel

PART NUMBER: N1
PRICE AUD: \$5.00ea

FERRULES FOR RUBBER HANGERS (304 STAINLESS STEEL)



Used to slip over 12mm
hanger rods & weld in
position

PART NUMBER: F12
PRICE AUD: \$3.50ea



Used to slip over 10mm
hanger rods & weld in
position

PART NUMBER: F10
PRICE AUD: \$3.20ea

CROSS OVER PIPES & X PIPES

SOME TIMES ALSO REFERED (INCORRECTLY) AS BALANCE PIPES, ALL 304 STAINLESS STEEL CONSTRUCTION, MANDREL BENT TUBING, MACHINED MERGE APERTURE, TIG WELDED, BRACE WELDED IF REQUIRED, CHOICE OF END, (EXPANDED AND SLOTTED, EXPANDED ONLY OR V SERIES) POLISHED TO NO4 FINISH



OUR CROSS OVER TUBES ARE CAREFULLY DESIGNED FOR THE MODERN HIGHER REVING ENGINE. A LOT OF EARLIER DESIGNED CROSS OVERS REDUCED THE MERGE DIAMETER TOO MUCH ACTUALLY CREATING A RESTRICTION PROBLEM ON THE HIGHER REVING ENGINES.

OUR CROSS OVERS HAVE BEEN CAREFULLY DESIGNED TO ENHANCE TORQUE THRU THE MID RANGE AND RIGHT TO THE PEAK RPM THEY HAVE SHALLOW BEND ANGLES (UNLIKE SOME) TO HELP CREATE A SMOOTH LAMINER FLOW OF THE GAS THRU THE CROSSOVER, (WHEN THE LAMINER FLOW IS DISTURBED THE RESULT IS A RESTICTION FROM THE TUBULANCE AND AN INCREASE IN NOISE)

THE BALANCE APERTURE BETWEEN THE PIPES HAS BEEN CAREFULLY CALCULATED AND DYNO PROVEN.

CROSS OVERS		
PART NUMBERS		
PLAIN END	TUBE DIAMETER	PRICE AUD
CO2	50mm 2"	\$190
CO25	63mm 2 1/2"	\$210
CO3	76mm 3"	\$240
EXPANDED		
CO2E	50mm 2"	\$210
CO25E	63mm 2 1/2"	\$230
CO3E	76mm 3"	\$260
EXPANDED & SLOTTED		
CO2ES	50mm 2"	\$230
CO25ES	63mm 2 1/2"	\$250
CO3ES	76mm 3"	\$280
V SERIES		
CO2V	50mm 2"	\$300
CO25V	63mm 2 1/2"	\$320
CO3V	76mm 3"	\$365

EXTENSION TUBES EXPANDED ONE END

WE CAN SUPPLY A RANGE OF DIFFERENT LENGTH TUBES EXPANDED ONE END
ALL FROM 304 STAINLESS
STEEL IF YOU REQUIRE A LONGER OR SHORTER SECTION JUST ASK



EXTENSION TUBES			
PART NUMBER	TUBE DIAMETER	LENGTH	PRICE AUD
ET2	50mm 2"	300mm	\$20
ET225	57mm 2 1/4"	300mm	\$24
ET25	63mm 2 1/2"	300mm	\$24
ET275	70mm 2 3/4"	300mm	\$27
ET3	76mm 3"	300mm	\$27
ET35	89mm 3 1/2"	300mm	\$32
ET4	101mm 4"	300mm	\$35

4 POST HOIST, SPOIL YOURSELF AND SAVE TIME AND MONEY

THESE HOISTS ARE THE PERFECT ACCESSORY FOR YOU AND YOUR GARAGE, HOW MANY TIMES HAVE YOU BEEN CONCERNED ABOUT YOUR CLASSIC, WITH NOT ENOUGH ROOM IN THE GARAGE, WORRYING ABOUT YOUR WIFE OR KIDS SCRATCHING OR MARKING THE VEHICLE, IVE LIVED IT TOO, THESE HOISTS ARE MANUFACTURED AS PER OUR REQUIREMENTS AND COME WITH THE ACCESSORIES LISTED BELOW.

THEY DO NOT NEED TO BE BOLTED DOWN AND COME WITH THEIR OWN CASTOR KIT THAT THEY CAN BE MOVED AROUND YOUR GARAGE FLOOR

SIMPLY GET YOUR CLASSIC AIRBOURNE OUT OF HARMS WAY AND YOU GET TO PUT YOUR DAILY DRIVER BACK IN THE GARAGE.

THE HOIST QUICKLY SAVES YOU THE PURCHASE PRICE BY BEING ABLE TO DO ALL THOSE JOBS ON YOUR VEHICLES YOU FOUND IMPOSSIBLE TO DO BEFORE:

FEATURES

Hydraulic driven, cable lifting system
Four points automatic safety locks, manual release. Maintenance free load bearing, assure the safety in any height.
Unchangeable width between runways
3.2T lifting capacity, double parking space
Safety locks in all posts for added safety
Single point lock release
Simple installation

Free drip trays

Free caster kit for moving the lift

Diamond plate runways and ramps for easy use

Specifications:

Working noise: $\leq 75\text{dB}$ (A)

Rise time: 60s

Drop time: 90s

Working temperature: $-5^{\circ}\text{C} \sim 40^{\circ}\text{C}$

Motor power: 2.2Kw/220~380V

SINGLE PHASE OR 3 PHASE (YOUR CHOICE)

Working pressure: 14Mpa

relative humidity: 80%

Using altitude: $\leq 1000\text{m}$

Lifting capacity: 7000lbs/3200kgs

Lifting height: 1800mm

Total height: 2086mm

Width between posts: 2353mm

Width between runways: 949.5mm

Package size: 4200x510x700mm

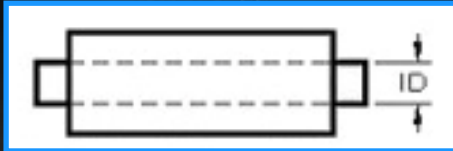
PART NUMBER 4PH

PRICE AUD: \$4,100

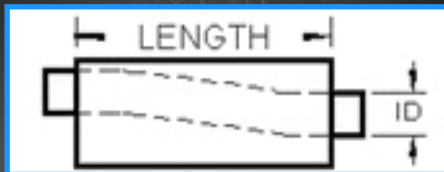


Stainless Steel Universal Oval Muffler

All Universal mufflers



CENTRE IN / CENTRE OUT
REF (CC)



CENTRE IN / OFFSET OUT
OFFSET IN / CENTRE OUT

8X5" OVAL BODY 14" LONG		
ID	PART NO.	PRICE (AUD)
2"	UOM85142CC	\$ 230.00
2; 1/4"	UOM8514225CC	\$ 230.00
2; 1/2"	UOM851425CC	\$ 230.00
3"	UOM85143CC	\$ 230.00
3 1/2"	UOM851435CC	\$ 253.00

8X5" OVAL BODY 14" LONG		
ID	PART NO.	PRICE (AUD)
2"	UOM85142CO	\$ 250.00
2; 1/4"	UOM8514225CO	\$ 250.00
2; 1/2"	UOM851425CO	\$ 250.00
3"	UOM85143CO	\$ 250.00
3 1/2"	UOM85143CO	\$ 248.00

Stainless Steel Universal Oval Muffler

All Universal mufflers are made from gr304 stainless steel

8X5" OVAL BODY 16" LONG		
ID	PART NO.	PRICE (AUD)
2"	UOM85162CC	\$ 254.00
2; 1/4"	UOM8516225CC	\$ 254.00
2; 1/2"	UOM851625CC	\$ 254.00
3"	UOM85163CC	\$ 254.00
3 1/2"	UOM851635CC	\$ 276.00



CENTRE IN / CENTRE OUT
REF (CC)

8X5" OVAL BODY 14" LONG		
ID	PART NO.	PRICE (AUD)
2"	UOM85142OO	\$ 248.00
2; 1/4"	UOM8514225OO	\$ 248.00
2; 1/2"	UOM851425OO	\$ 248.00
3"	UOM85143OO	\$ 248.00



MERGED COLLECTORS

ULTRA HIGH FLOW CATALYTIC CONVERTERS

V- BAND CLAMPS

MANDREL BENDS

AND A WHOLE LOT MORE

THE CRAFTSMANSHIP OF OUR DIRECTOR HAS HAD EXPOSURE TO MANY LOCAL AND INTERNATIONAL RACING EVENTS SPECIFICALLY RUNNING THE ULTIMATE TESTS OF 12 HR AND 24HR RACING. AS WELL AS MANUFACTURING OEM PARTS FOR LIMITED RUN VEHICLES.

WE AT PERFORMANCE WEAPONRY BELIEVE THAT WINNING IS EVERYTHING.
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