

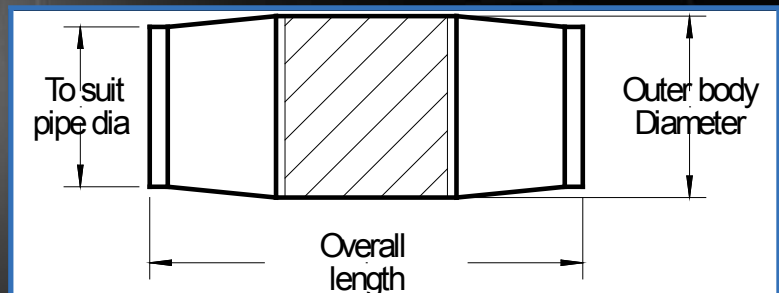
RACE CATALYTIC CONVERTERS

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.

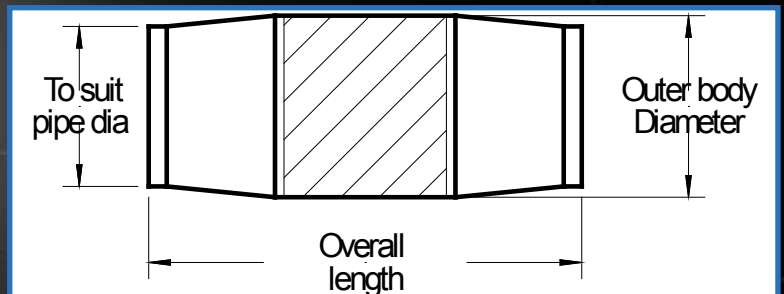
Note: In some US states it is illegal; to remove an OEM catalytic converter unless testing proves that it is no longer operational.

V – SERIES RACE CATALYTIC CONVERTERS

All catalytic converters have gr304 stainless steel bodies

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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

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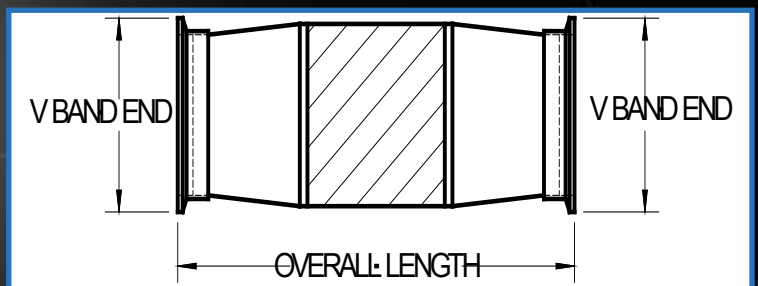
Note: In some US states it is illegal; to remove an OEM catalytic converter unless testing proves that it is no longer operational.

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.

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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

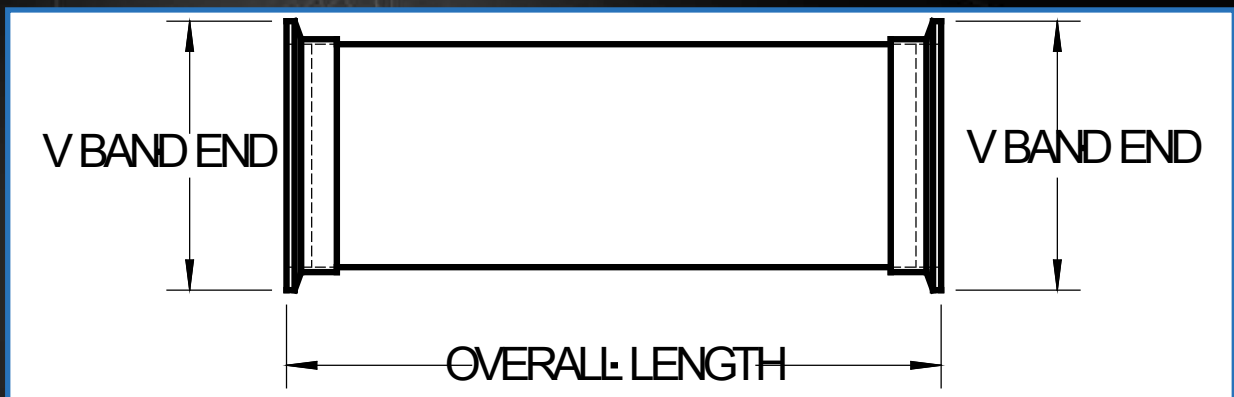
Note: If O2 port is required for oxygen sensor please specify an addition charge of \$45 applies.

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. .



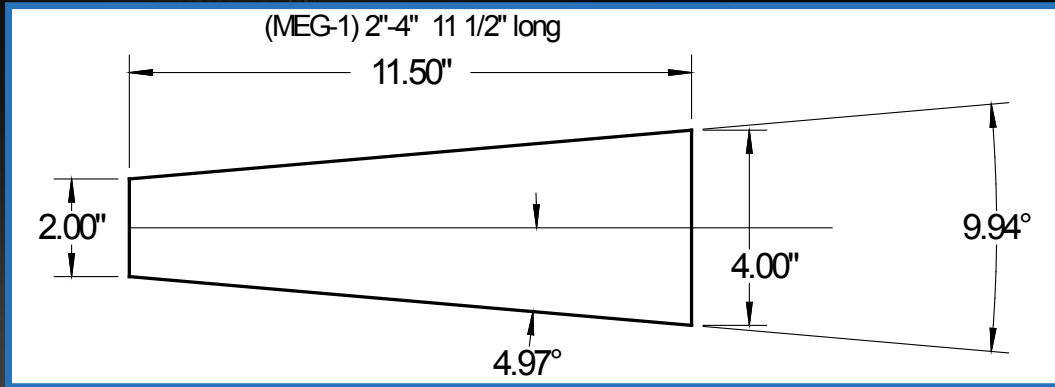
V SERIES CATALYTIC CONVERTER REPLACEMENT PIPE				
CONVERTER V SERIES PART NUMBER	REPLACEMENT PIPE NUMBER	OVERALL LENGTH	USES V BAND CLAMP	PRICE AUD
CCV4-2-2	CCVR4-2-2	270mm (10 5/8")	VBC-50	\$120
CCV4-225-2	CCVR4-225-2	250mm (9 7/8")	VBC-57	\$135
CCV4-25-2	CCVR4-25-2	370mm (14 1/2")	VBC-63	\$140
CCV4-275-2	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

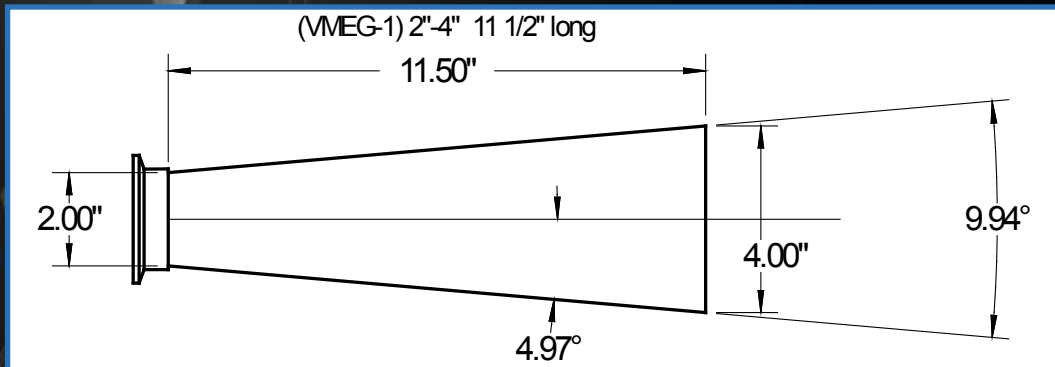
MEGAPHONE'S

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