

Exhaust questions

Posted by 944sracer - 08 Apr 2009 12:55

In my effort to get to weight I have started looking at running straight pipe with no muffler. Has anyone done this? If so what is the make diameter for the tubing? I have heard 2.5";...

Also, have people made thier own frankenstein exhaust systems or do race system exist to buy?

TIA

Blake

Re:Exhaust questions

Posted by Sterling Doc - 08 Apr 2009 13:48

The OEM exhaust is metric, I believe - it's just under 2.25. A straight pipe is obnoxiously loud - I ran my car that way for most of a year before I gave in. One of the smaller straight through tubular muffler from Autozone works well, and is light. Welding in a cat delete pipe and slipping on one of those mufflers is all you need.

Re:Exhaust questions

Posted by SvoChuck - 08 Apr 2009 15:35

if it's too loud your too old.

well mine has one muffler like Eric said and it's still too loud.

Re:Exhaust questions

Posted by 944cer - 08 Apr 2009 23:25

I can finally hear my car over others when racing and it actually sounds like a race car for the first time in

my life! I welded on a straight pipe in place of the cat and welded in a straight through dynomax bullet muffler to replace the Porsche one. Just take the time to mock it up, tack weld, check fitment and finish the welding.

I guess I'm not too old now! YeeHaa

Re:Exhaust questions

Posted by joepaluch - 08 Apr 2009 23:54

I have two set-ups for my 944. I removed the cat pipe and installed a straight pipe there of stock diameter. After that I run a stock muffler section. I also have a straight pipe end which is stock, but no muffler at all. I ran both at Miller last summer. I found no power gain from the straight pipe and found myself faster with the stock muffler. It was not so much due to power, but I sound.

It seem strange, but the straight pipe was so loud I could not use the sound to judge my throttle position and RPM. It was very on/off. With stock muffler back on I could hear the engine more vs the exhaust and found it easier to control part throttle imputs and be smoother in the car. As a result I could attack the corners better and run faster. Odd right?

Well since I did not notice any power change with either set-up I continue to use my stock muffler. Weight is not a problem for me either. The other benefit is that a straight open pipe is really loud in the paddock. Those warm up times and trying to diagnose engine sounds is so much harder with an open exhaust. Idle with a stock muffler is really nice and makes it easlier to hear any engine noises like weak lifters or squealing balance or timing belt rollers.

Re:Exhaust questions

Posted by cullenwinter - 09 Apr 2009 00:20

I'm running a cat delete pipe and and an aluminum glass pack (freebie !), and my car is probably at least as loud as anyone in the RM region. Last year a Miata "converted" it to a straight pipe. It wasn't much louder, it just sounded more like farm machinery. If I were to do again, I'd invest in something to refine the sound a bit. Anybody use an "Aeroturbine"? I've been considering trying one of their mufflers on either of my cars.

BTW between the cat and the muffler, there is a lot of weight to lose there. Somebody can chime with actual weight. Seems to me it's like 35#
