

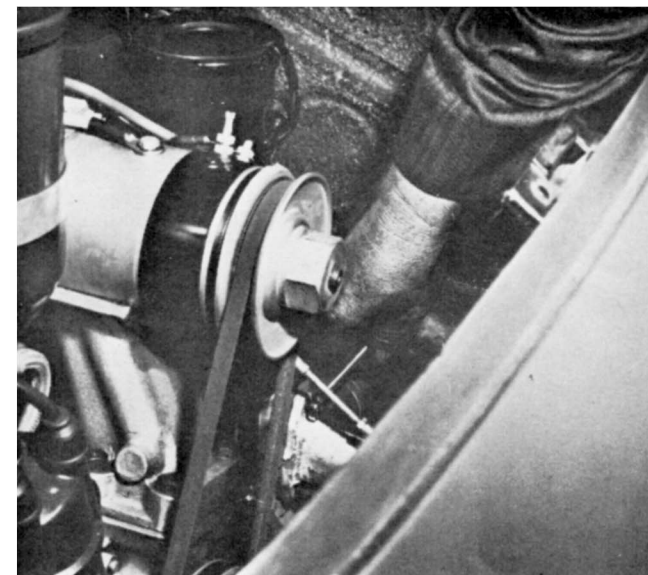
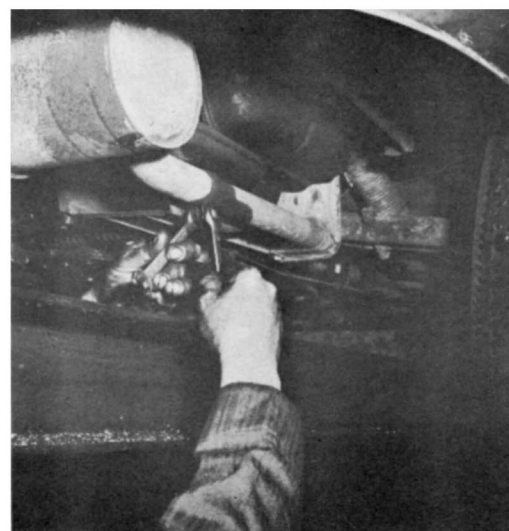
ABARTH MUFFLER

TIMES, AS ANY REGULAR reader of SCI has discovered, have changed. The foreign engine once sacrosanct has been the subject of more variants of the science of hop than the Ford flat-head. And as with the venerable flat-top there must be a beginning, especially for the beginner. The general procedure, unless the operator is a true initiate who knows exactly what he's doing, is to start with the simplest bolt-on modification and proceed from there to more esoteric things.

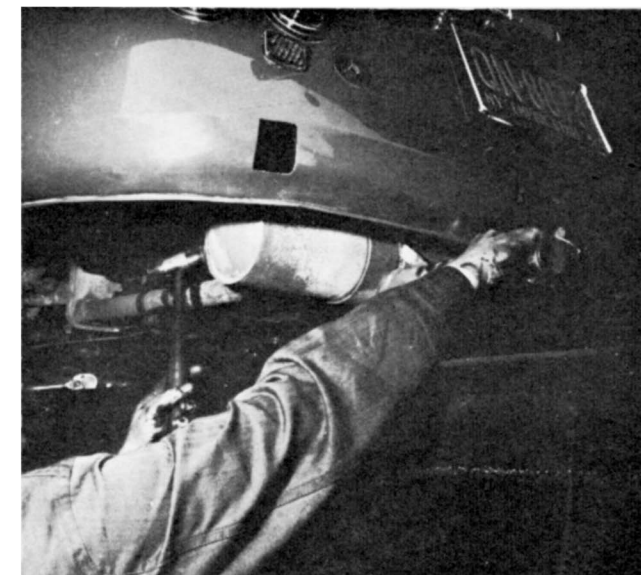
The first piece of equipment to be bolted on a car, no matter what its make or origin, has as a rule been a new exhaust layout. Almost every automobile manufactured as a production item is woefully deficient in the exhaust, getting rid of, department and opening up the *auspuff* pays off in several ways. Manufacturers of these special systems claim, and rightly, that the treatment adds miles per gallon—in many cases enough to pay for the cost of the system over a period of a year or so if one drives a shade more than the national average quota of 10 thousand miles in the course of a year. A second plus is the pleasure of driving behind, or in front of, an engine that has less tendency to laugh at you at a point somewhere below the rated peak revs.

Up until very recently the one car that has defied all attempts at *legal* modification in the exhaust department was the Porsche. Unless one wanted to go to the expense of a very special custom conversion it was open, competition pipes or do without and run with what the factory supplied. Then along came an Italian gentleman named Carlo Abarth who owns what SCI's London Correspondent Dennis May refers to as a soup-kitchen in Turin, specializing in small cars. He produced a simple bolt-on item that was quickly acquired by Fisher Products in Long Island City, N. Y. for U.S. distribution. The Abarth sells for a shade over \$40 and does a job—what's more it can be bolted on by any Porsche owner with a modicum of mechanical aptitude and the tools that come with the Porsche. We know—we checked by doing the job on a staff member's car in his back yard. For picture purposes, however, we went to a shop (Walter's Auto Repair, Jamaica, N. Y.) where there was a hoist since it is none too easy to operate a camera under a car when the working space is crowded with greasy handed editors. The procedure is the same in either case and the hoist is unnecessary unless it happens to be handy and free. #

The first step is to remove the splash pan at the rear of the engine compartment as at left. Next, if car is fairly new, douse lower clamps with oil and remove clamp bolts. If car is old and clamp or pipe is rusted as it was in picture at right, a saw will be necessary. Pipe to old muffler may be cut but do NOT cut exhaust pipe. Have spare clamps handy!



With splash pan removed, upper muffer flanges are accessible. Carefully remove nuts from studs. If stud comes free, separate from nut and replace. Do not try to use a capscrew.



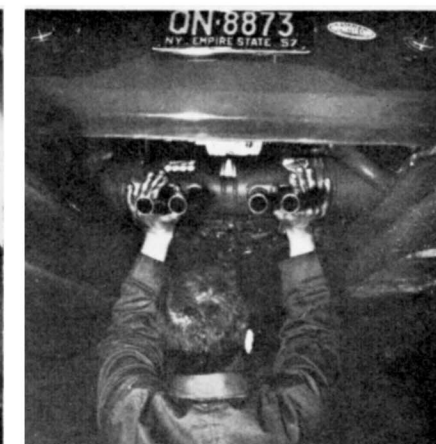
Using a rubber mallet, tap the old muffer gently at either end until it drops free from both pipes and upper flange studs. Be careful not to damage or burr the studs in any way.



The Abarth has a crackle finish which must be scraped from the flanges to make sure of perfect gas-tight seal.



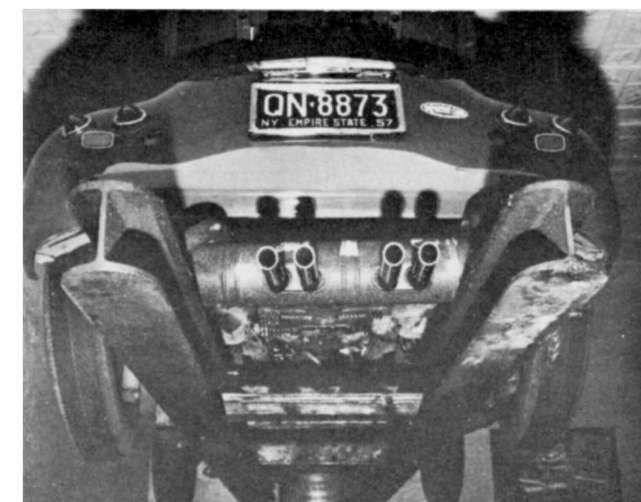
Scrape any traces of carbon from the flange pads and install NEW gaskets using silver paint as a gasket seal.



Place new muffer under car and insert lower pipes slightly. Then lift and place upper flanges over studs.



Gently tap the new muffer forward at either end until it fits snugly over pipes and against flange gaskets. In some cases flange holes may have to be enlarged to fit over studs.



Cinch down the flange nuts and tighten the muffer clamps over lower pipes. Then replace the splash shield and you're in business. The total job shouldn't take over an hour or so.