

IN OCTOBER 1957, WITH THE INTRODUCTION OF THE T2, THE FACTORY DECIDED TO INTEGRATE US CAR DESIGN ELEMENTS INTO THE 356. WHETHER THAT WAS A GOOD THING IS A DIFFERENT TOPIC. FACT IS, AS OF THAT TIME, ALL PUSH ROD ENGINE EXHAUST PIPES WERE ROUTED THROUGH OPENINGS IN THE BUMPER GUARDS. EARLY A MUFFLERS HAD THE EXITS 280MM APART, LATER MODELS 80MM. WITH THE GUARDS MORE THAN 700MM APART, PIPES NEEDED TO BE CREATED TO GUIDE THE EXHAUST FUMES TO THE GUARDS. SINCE THESE ARE SHAPED LIKE AN "S", THEY ARE REFERRED TO AS S-PIPES.

THE GERMAN WORD FOR THESE PARTS IS MORE SPECIFIC, A BENT PIECE OF PIPE THAT DIRECTS EXHAUST FLOW INTO A MOUTH (OR BETTER, FUNNEL). LET'S STICK WITH S-PIPES, SHALL WE ? :)

NAIVE AS I AM, I ASSUMED ALL S-PIPES, IN THE DAY, WERE SHAPED LIKE THE ONES AVAILABLE TODAY... UNTIL I READ NEIL'S BOOK AND DISCOVERED THE EARLY ELBOWS WERE SHAPED COMPLETELY DIFFERENTLY FROM THE LATER VERSIONS... HMMM... I FELT A PROJECT COMING.

THE EARLY PIPES WERE NOT THE TWO-PIECE BENT JOB BUT RATHER AN ASSEMBLY OF PIPES AND ELBOWS BRAZED/WELDED TOGETHER.



EXAMPLES OF ORIGINAL EARLY A S- PIPES. NOTE THE ELBOWS, TWO PRESSED STEEL HALVES FLAME WELDED TOGETHER. THE PIPES APPEAR TO HAVE BEEN EITHER FLAME WELDED ON AS WELL. THEY MAY HAVE BEEN BRAZED, ANYBODY?

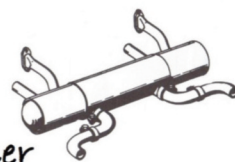


EXAMPLE OF A T1 CARRERA MUFFLER. NOTE PIPES ARE FIT INTO THE MUFFLER. THE CLAMPS GO OVER THE MUFFLER, NOT THE OTHER WAY AROUND.

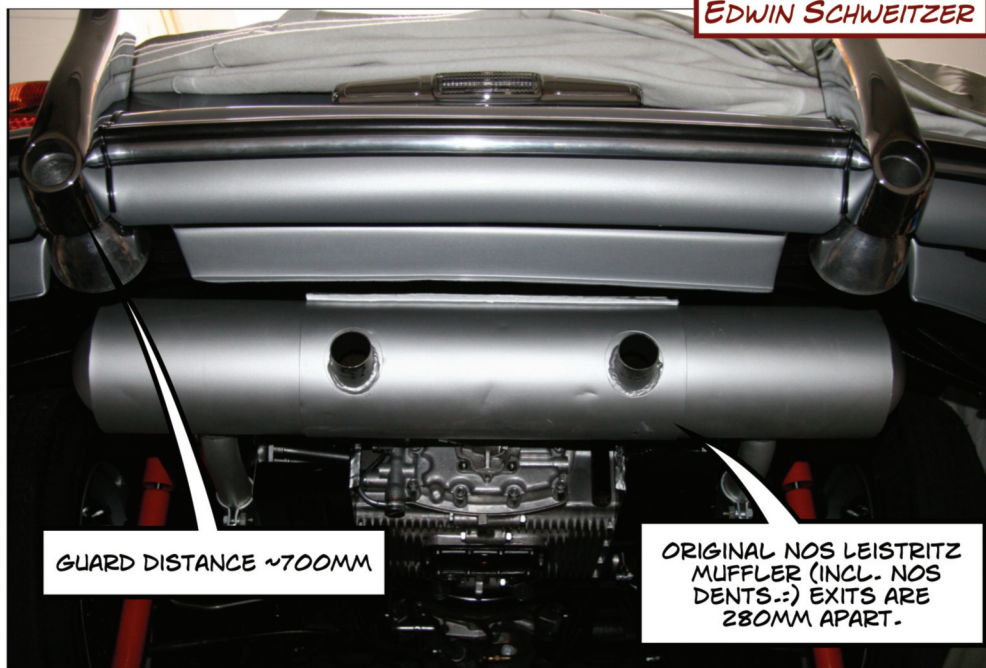


356 Resto Strip

Abgasmündungskrümmen



EDWIN SCHWEITZER



GUARD DISTANCE ~700MM

ORIGINAL NOS LEISTRITZ MUFFLER (INCL. NOS DENTS.:) EXITS ARE 280MM APART.

EXAMPLE: DANSK



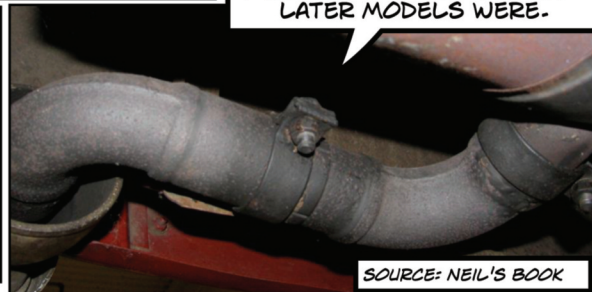
AFTERMARKET REPLACEMENT OFFERING. CORRECT FOR LATER T2, B'S AND C'S. MATERIAL MOST COMMONLY USED IS ALUMINUM. THESE PIPES ARE EASY TO FIT AND ADJUST. EARLIER ORIGINAL VERSION WERE STEEL. NOTE THE PIPES ARE BENT.

LATER MODEL CLAMPS.

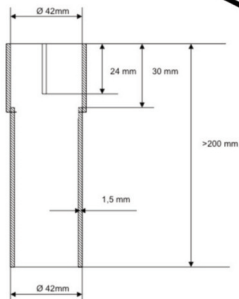


NOTE MUFFLER BRACKETS

PICTURE FROM COUPE 103526, COMPLETED 4/58. NOTE THE S-PIPE FITS INTO THE MUFFLER PIPE, NOT AROUND IT AS WITH LATER VERSION MUFFLERS. THE EARLY S-PIPES WERE NOT SUPPORTED WITH BRACKETS MOUNTED ON THE MUFFLER. LATER MODELS WERE.



SOURCE: NEIL'S BOOK



SINCE NONE OF THE ORIGINAL PARTS ARE OFF THE SHELF STUFF, I STARTED A PROJECT TO MAKE THE PIPES MYSELF. I HAD A LOCAL EXHAUST SHOP MAKE THE STRAIGHT PIECES. SEE DRAWING. PIPE SIZE IS 42X39MM SO THE TUBE THICKNESS IS 1,5MM. KNOWING THE FINAL FIT NEEDED TO BE MADE ON THE CAR, I HAD THESE MADE SOME 50MM TOO LONG.

GETTING THE ELBOWS DONE, TURNED OUT TO BE A LOT EASIER THAN I THOUGHT... THE ANSWER WAS COREY JOHNSON FROM MN! FOR HIS CARRERA 2, COREY STARTED THE PROJECT TO MAKE THEM EXACTLY THE WAY THEY WERE MADE IN THE DAY. TWO PRESSED HALVES WITH FLANGES, WELDED TOGETHER. THEY CAN ONLY BE DESCRIBED AS WORKS OF ART. THE FLANGES PROVIDE A NICE FORCE FIT WITH THE 42MM PIPES. COREY WORKS WITH 0,1MM TOLERANCES WHEN MAKING EXHAUST PARTS!

CUTTING PIPES, INITIAL FIT TO THE CAR. THE LEFT AND RIGHT HAND SIDE MAY NOT BE THE SAME! EVER SEEN A SYMMETRICAL 356?

CUT & FIT TOGETHER. RIGHT SIDE NEEDED TO BE 15MM LONGER...

DA KIT: PIPES, ELBOWS AND CLAMPS.

CERAMIC COATING

WELDED

MUFFLERS AND S-PIPES FOR T1'S AND EARLY T2'S WERE PAINTED WITH A SILVER ALUMINUM COLORED COATING. AFTER ONLY A FEW HEAT & COLD CYCLES THIS VANISHES AND IS REPLACED BY A BROWNISH COLOR (RUST). CERAMIC COATINGS CAN WITHSTAND TEMPERATURES WELL ABOVE EXHAUST TEMPERATURES. THE SATIN SILVER COATING RESEMBLES THE ORIGINAL COATING QUITE CLOSELY... AND STAYS ON!

CLAMPS AND CORRECT HARDWARE.

FINISHED PIPES MOUNTED ON THE CAR.

ASSEMBLY, USE COPPER PASTE, THESE WILL NEED TO COME APART WHEN THE ENGINE NEEDS TO COME OUT.

PETWIN APRIL 2013