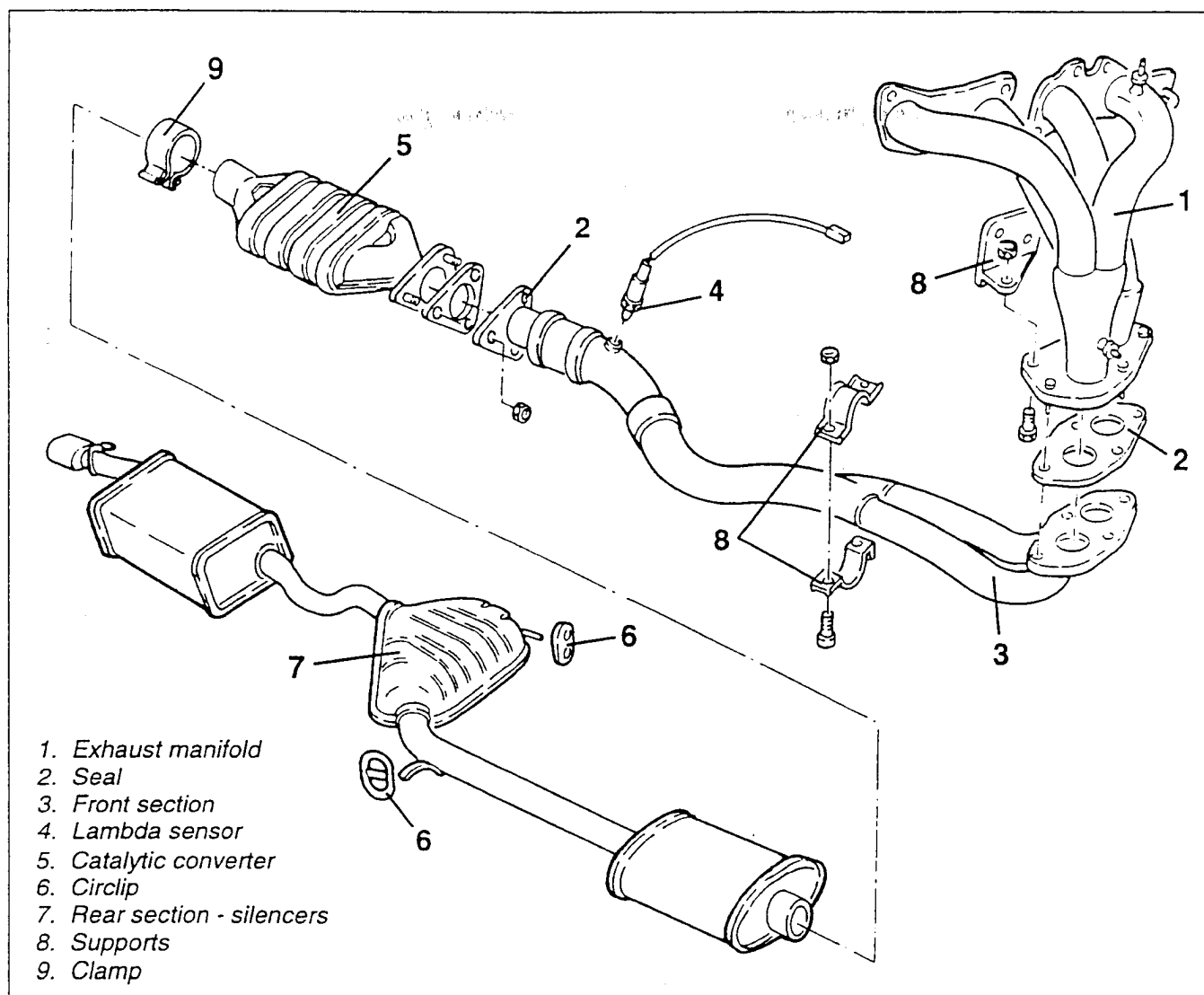


DESCRIPTION OF EXHAUST SYSTEM (Specific for versions after change)



The exhaust gases from the cylinder head converge in two double manifolds (1) connected below by a single flange.

From here, through the front section of the exhaust pipe (3), they reach the three-way catalytic converter (5) where most of the pollutants are transformed.

On the front section of the exhaust pipe, there is a flexible piece which makes it possible to limit the transmission of vibrations and the exhaust gas takeoff socket downstream of the catalytic converter.

The lambda sensor (4) is fitted on the front section of the exhaust pipe at the inlet of the catalytic converter and it informs the control unit about the oxygen content in the exhaust gas, making it possible to adapt injection times to keep the stoichiometric ratio (air - fuel) at an optimum level.

The exhaust gas leaves the catalytic converter and crosses the three special silencers joined in a single section of pipe.

The connection between the different pieces of the exhaust pipe is made by flanges with seals, except for

the one between the catalytic convertitor and the silencers which is by a "spy glass" coupling with special clamp. Restraint to the body is by brackets with flexible supports.

Heat radiation towards the body which is very high owing to the presence of the catalytic converter, is limited by a set of heat guards between the exhaust pipe and the body itself.

When the car is running, all the exhaust pipes and the catalytic converter in particular, heat up considerably.

Before doing any work it is therefore necessary to wait for a suitable length of time with the engine off.

Never touch the catalytic converter without adequate protection such as gloves, etc.

Do not put easily inflammable materials near the catalytic converter.