

EXHAUST SYSTEM

Inspection

♦ See Figures 168 thru 174

➔ Safety glasses should be worn at all times when working on or near the exhaust system. Older exhaust systems will usually be covered with loose rust particles that will shower you when disturbed. These particles are more than a nuisance and could injure your eye.

*** CAUTION

DO NOT perform exhaust repairs or inspection with the engine or exhaust hot. Allow the system to cool completely before attempting any work. Exhaust systems are noted for sharp edges, flaking metal and rusted bolts. Gloves and eye protection are required. A healthy supply of penetrating oil and rags is highly recommended.

Your vehicle must be raised and supported safely to inspect the exhaust system properly. By placing 4 safety stands under the vehicle for support should provide enough room for you to slide under the vehicle and inspect the system completely. Start the inspection at the exhaust manifold or turbocharger pipe where the header pipe is attached and work your way to the back of the vehicle. On dual exhaust systems, remember to inspect both sides of the vehicle. Check the complete exhaust system for open seams, holes loose connections, or other

deterioration that could permit exhaust fumes to seep into the passenger compartment. Inspect all mounting brackets and hangers for deterioration, some models may have rubber O-rings that can be overstretched and non-supportive. These components will need to be replaced if found. It has always been a practice to use a pointed tool to poke up into the exhaust system where the deterioration spots are to see whether or not they crumble. Some models may have heat shield covering certain parts of the exhaust system, it will be necessary to remove these shields to have the exhaust visible for inspection also.

REPLACEMENT

♦ See Figure 175

There are two types of exhaust systems. One is the flange type where the component ends are attached with bolts and a gasket in-between. The other exhaust system is the slip joint type. These components slip into one another using clamps to retain them together.

*** CAUTION

Allow the exhaust system to cool sufficiently before spraying a solvent exhaust fasteners. Some solvents are highly flammable and could ignite when sprayed on hot exhaust components.

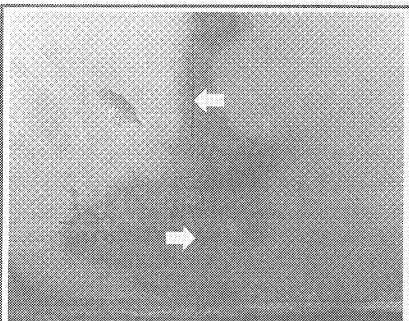
Before removing any component of the exhaust system, ALWAYS squirt a liquid rust-dissolving agent onto the fasteners for ease of removal. A lot of knuckle skin will be saved by following this rule. It may even be wise to spray the fasteners and allow them to sit overnight.

Flange Type

♦ See Figure 176

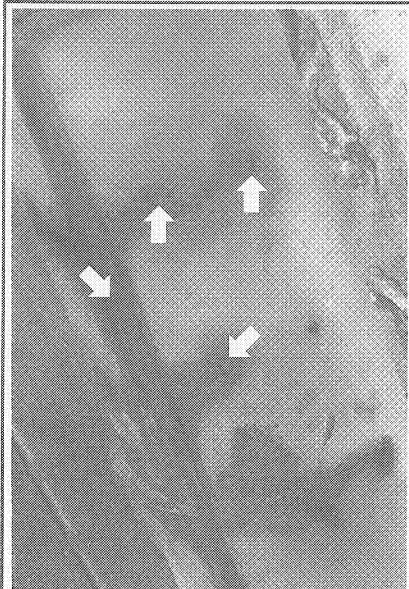
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Fig. 168 Cracks in the muffler are a guaranteed leak



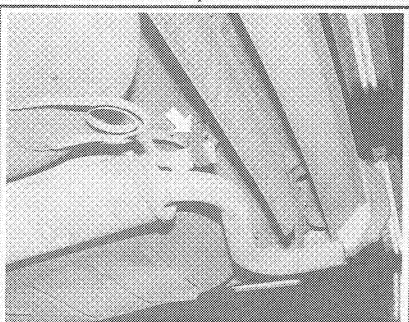
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Fig. 169 Check the muffler for rotted spot welds and seams



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Fig. 170 Make sure the exhaust components are not contacting the body or suspension



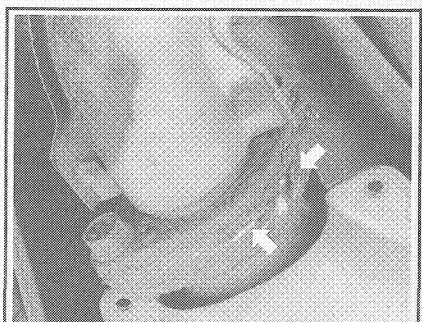
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Fig. 171 Check for overstretched or torn exhaust hangers



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Fig. 172 Example of a badly deteriorated exhaust pipe



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Fig. 173 Inspect flanges for gaskets that have deteriorated and need replacement