



Serious About Morgan's.

Introducing our latest range of highest specification, Stainless Steel Catalysers & direct replacement systems for Morgan Models.

**Below, Our Unique 100 cell Catalyst.**

Employing Higher quality material allows for non restrictive catalyst design.



**Transparency is essential for efficiency and attainable power.**

**Standard 400 cell Catalyst. >>>**

The very dense inner Catalyst structure, is resultant from the usage of lower grade material & is what instigates the major restriction within stock catalyst systems.



**Original Near-side front pipe and Catalyst**



**Near-side, Roadster front pipe & catalyst ready for fitting**



With some crafty designing we have incorporated our free flow Catalyst with A high flow collector and primary sections as a direct replacement to the original thus allowing a simple replacement of the standard equipment

With absolutely no need to cut, weld or change the rest of the system. for this simple but highly efficient upgrade.



**Its not just the 'Catalyst'.**

The attainable advantages indeed stretch far beyond the catalyst issue's & restrictions, bad exhaust flow is resultant due massive vortex that such a design will set up.

*Morgan Re-power Specialists*



**RPI +8 Manifold.**  
Mandrel bent 304 grade  
Pictures shown also have  
Camcoat treatment inside and out.

### Pipe sizes and lengths.

As seen on the left the pipe diameters never get any bigger as they join to one another. Then its no surprise in the efficiency increase in our manifolds when we have equal length primary pipes and the outlet bore size is 2 1/4 inch.

### Correctly flowed ports.

As you can see the flange to pipe joint on the original manifold is not correct as exhaust gasses will hit the lip and obstruct the following gasses to flow through. However with our new manifold the pipes are correctly flowed to the flange thus ensuring there is no loss in power.

### Port sizes.

Also as shown in the pictures the port sizes are not matched to the cylinder head, however the flange on our manifolds is correctly matched to our stage 3 cylinder heads so there is no restriction on any cylinder head.



### Collector design.

Not only is pipe length, size and outlet bore important but also how 4 pipes join into 1.

As per the original (left picture) where the combination was 4 into 2 and then straight away 2 into 2 with no flow taken into consideration.

With our collector all 4 pipes enter the collector at equal points so the exhaust has an extractor effect when the exhaust pulse come through the pipes.

