

Tri-Y (Slip Together)



Available Options

- ▶ 12°, 15°, 20°, 25° convergent angle
- ▶ 1.25" and up *tube size*
- ▶ 304, 321, 1008
- ▶ .065", .049", (.035" SST only) *wall thickness*

See page 4 for part numbering system

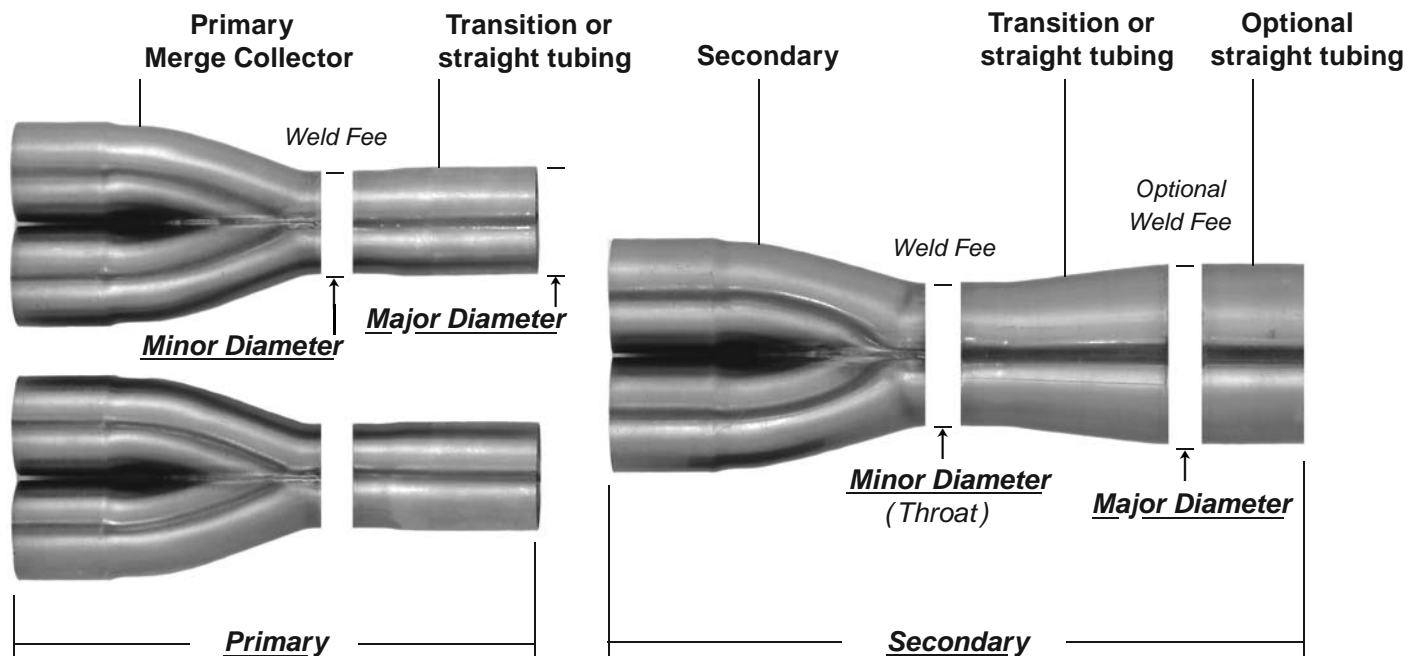
When Ordering Specify

- ▶ Throat Size (*Minor Diameter*)
- ▶ Outlet Options
(*Flanges, Transition, Tubing*)
- ▶ Custom Finish Work
(*Tabs, Bunges, Flanges*)

Tri-Y collectors are steadily increasing in popularity and being used in applications where 4 into 1 collectors were previously the only way to go.

The attraction is a broader, less "peaky" power band. Most are used in applications with wide RPM swings and part throttle situations, such as street cars, road racing, late model stocks, and off-road racing. The Tri-Y stereotype of only low end torque applications continues to be erased as Tri-Y's break into new arenas like the NHRA and IHRA.

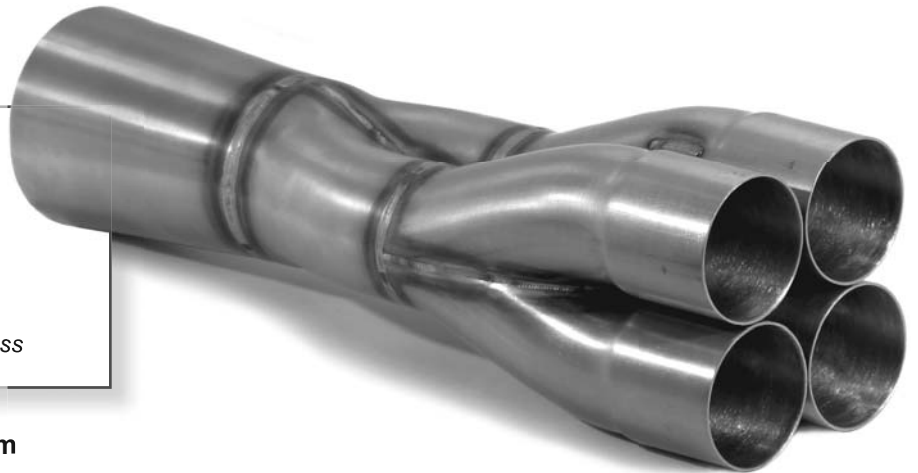
Adjustability is another selling point for the 4-2-1 design. You can change primary or secondary collector sizes, lengths and tube sizes between the Y's or even convert back to 4 into 1 to alter the engines power band. This allows you to keep up with ever changing track and/or weather conditions.



Tri-Y (Welded)

Available Options

- ▶ 12°, 15°, 20°, 25° convergent angle
- ▶ 1.25" and up tube size
- ▶ 304, 321, 1008
- ▶ .065", .049", (.035" SST only) wall thickness



See page 4 for part numbering system

When Ordering Specify

- ▶ Assembled or Parts Only
- ▶ Throat Size (*Minor Diameter*)
- ▶ Outlet Options
(*Flanges, Transition, Tubing*)
- ▶ Custom Finish Work
(*Tabs, Bungs, Flanges*)

Welded Tri-Y headers offer the same benefits as the slip-together but without the adjustability. Once you have settled on a design, a welded Tri-Y can be built to the same specifications as a slip together. The advantage is reduction in weight and/or space. For applications such as midjets and motorcycles, these are huge concerns.

