

EXHAUST SYSTEM

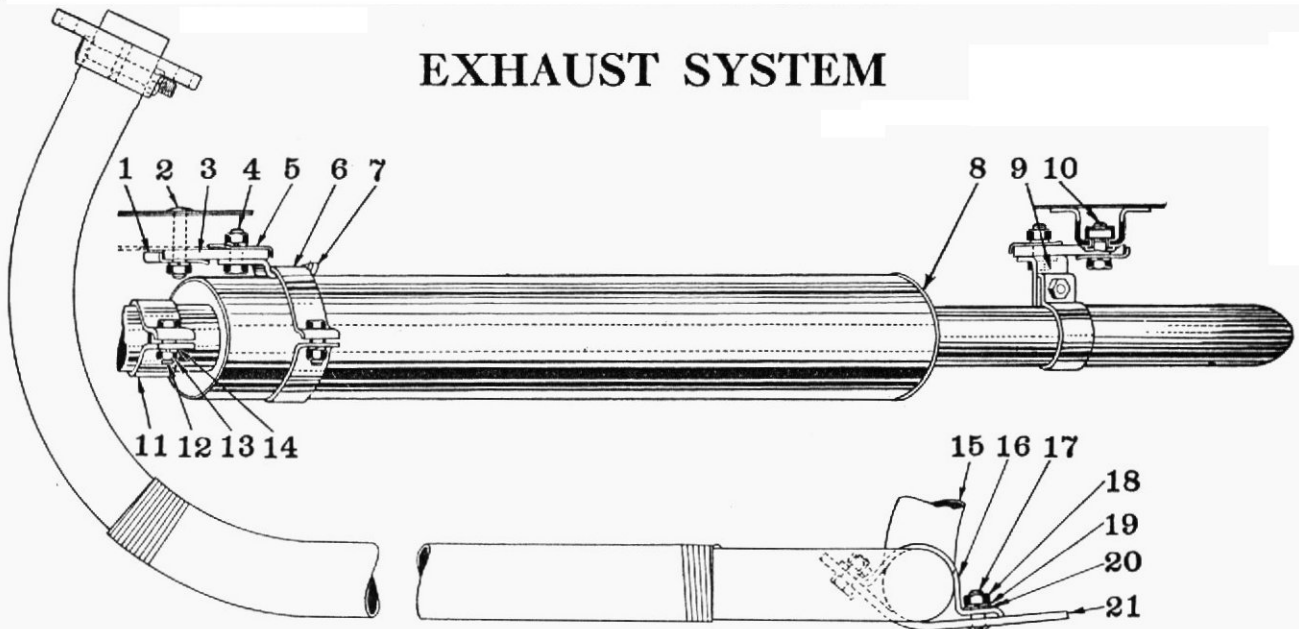


FIG. 1—EXHAUST SYSTEM

No.	Willys Part No.	Ford Part No.	Name
1	638058	GPW-5274	Muffler Support Insulator Plate
2	52372	23498-S	Body Sill to Muffler Support Bolt
3	A-658	GPW-5283	Muffler Support Insulator
4	50929	20367-S7	Muffler Support Screw
5	638058	GPW-5274	Muffler Support Insulator Plate
6	A-5753		Muffler Support Clamp
7	A-657	GPW-5262	Muffler Support Strap
8	A-6118		Muffler Assembly
9	A-6119		Muffler Tail Pipe Clamp
10	50929	24367-S	Muffler Support Screw
11	636004	GPW-5270	Exhaust Pipe to Muffler Clamp
12	5922	24407-S	Exhaust Pipe to Muffler Clamp Screw
13	5910	33798-S	Exhaust Pipe to Muffler Clamp Screw Nut
14	51833	34806-S	Exhaust Pipe to Muffler Clamp Screw Nut Lockwasher
15	A-1296	GPW-5246	Exhaust Pipe Assembly
16	A-1300	GPW-5251	Exhaust Pipe Extension Clamp (to Skid Plate)

No.	Willys Part No.	Ford Part No.	Name
17	52983	23393-S	Exhaust Pipe Extension to Skid Plate Bolt
18	6167	33797-S	Exhaust Pipe Extension to Skid Plate Bolt Nut
19	51833	34806-S	Exhaust Pipe Extension to Skid Plate Bolt Lockwasher
20	52274	34746-S2	Exhaust Pipe Extension to Skid Plate Bolt Plain Washer
21	A-1253	GPW-5291-B	Underframe Skid Plate

Seamless exhaust pipe and flexible metal tubing connect the Manifold to the Muffler.

The Muffler, No. 8, Fig. 1 is designed for straight through exhaust to minimize back pressure. The Muffler is attached to the under side of the vehicle on the right hand side by means of support straps and flexible Insulators.

The exhaust pipe slides into the nipple on the front end of the Muffler and is held in place by means of a clamp, No. 11.

Exhaust and Intake Manifold

The exhaust and intake Manifolds, make a unit in which the hot exhaust gases are thermostatically controlled, and directed around the intake Manifold to assist in vaporizing the fuel when engine is cold, thereby aiding in warming up the engine and reducing oil dilution. It also minimizes the use of the carburetor choke control and results in proper temperature of the incoming gases under all operating conditions.

When the engine is cold, the counterweight lever No. 6, Fig. 2, closes the valve and directs the hot exhaust gases against the intake Manifold. As the engine warms up, the thermostatic (or Bimetal) spring No. 7 expands and opens the valve directing the exhaust gases into the exhaust pipe.

When assembling the Manifolds to the cylinder block, new gaskets should be installed, and the nuts drawn up evenly until they are all tight to avoid gas leakage. Torque wrench reading, 31-35 ft. lbs.

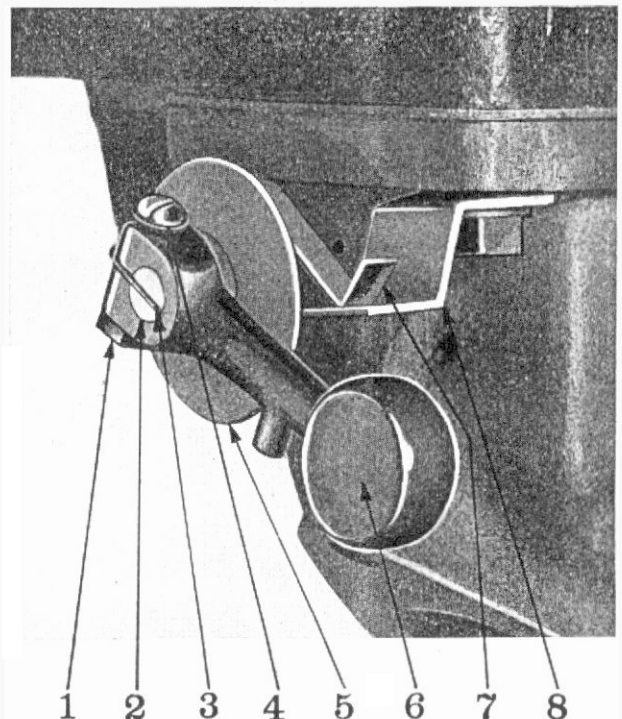


FIG. 2—HEAT CONTROL VALVE

No.	Willys Part No.	Ford Part No.	Name
1	6352	355836-S7	Heat Control Valve Lever Clamp Screw Nut
2	637206	GPW-9456	Heat Control Valve Shaft
3	637211	GPW-9465	Heat Control Valve Lever Key
4	5272	355160-S	Heat Control Valve Lever Clamp Screw
5	637209	GPW-9484	Heat Control Valve Bi-Metal Spring Washer
6	637210	GPW-9458	Heat Control Valve Counterweight Lever
7	637208	GPW-9467	Heat Control Valve Bi-Metal Spring
8	639743	GPW-9463	Heat Control Valve Bi-Metal Spring Stop