Date: /

~170, tightest, ~~15~~ 19.5cm out

No diastasis bar at 6cm from side, parallel to 1st septum

A

Remember from each ↑ lowest

Up to 5mm range

17.5cm out, loose, 170 rings Chuf

B

A', 14 halves reduced (yellow)

~~14~~ 15 9mm range

(~13 for one red reduced)

A

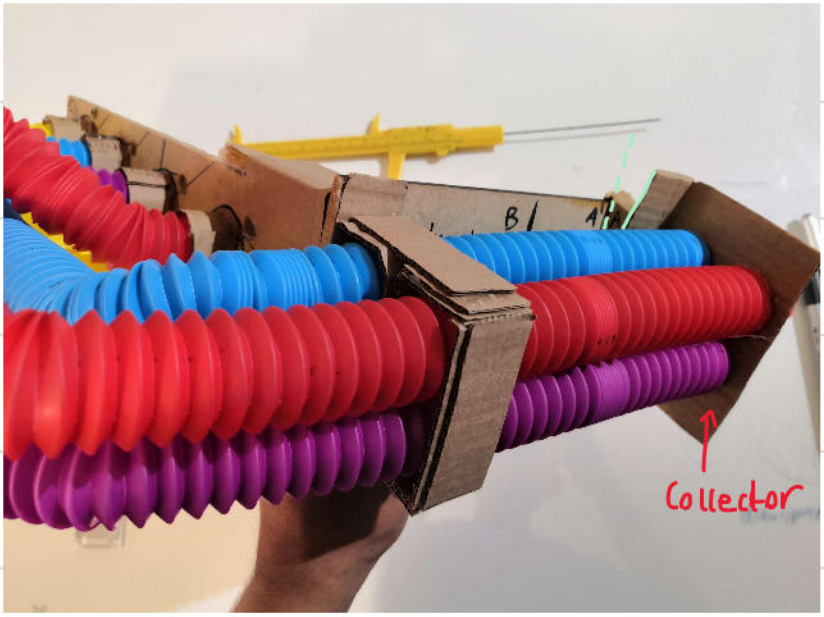
~12.5 cut lowest

14 for blue

13-14 for purple

Date: /

Exhaust Prototyping



Positions A, A', B:

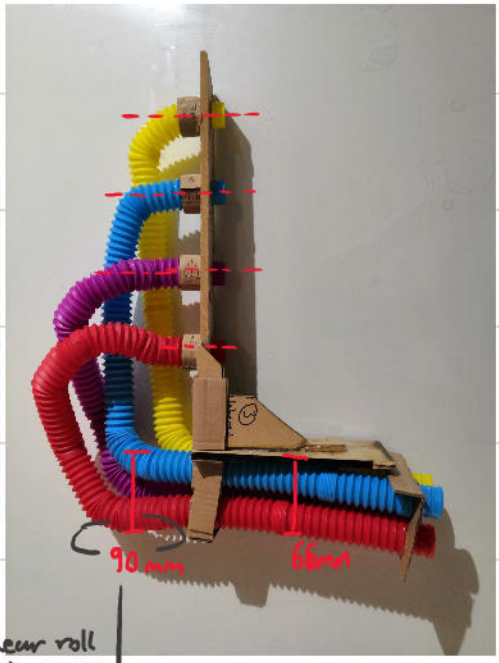
- When highlighted edge of collector plate is coincident with the marking

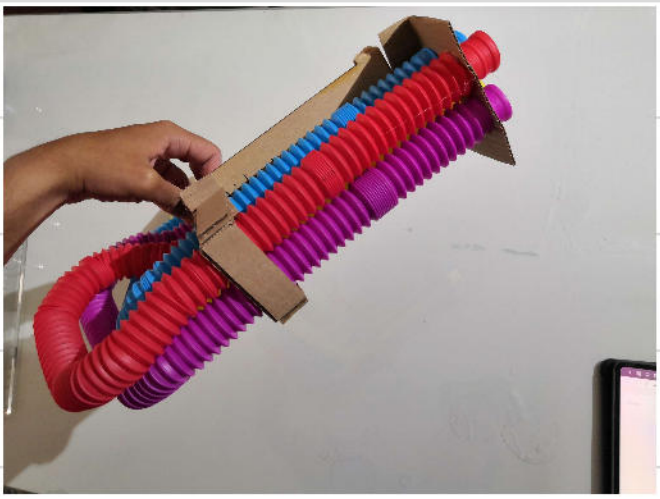
- Primaries can slide up and down to allow this.

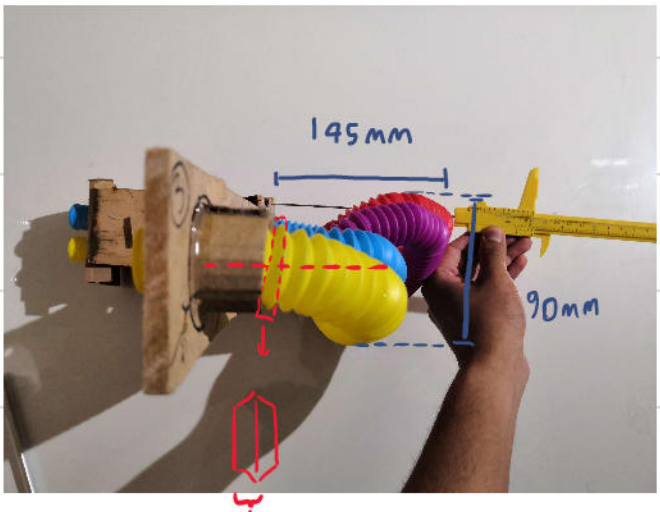
Multiple views of assembly

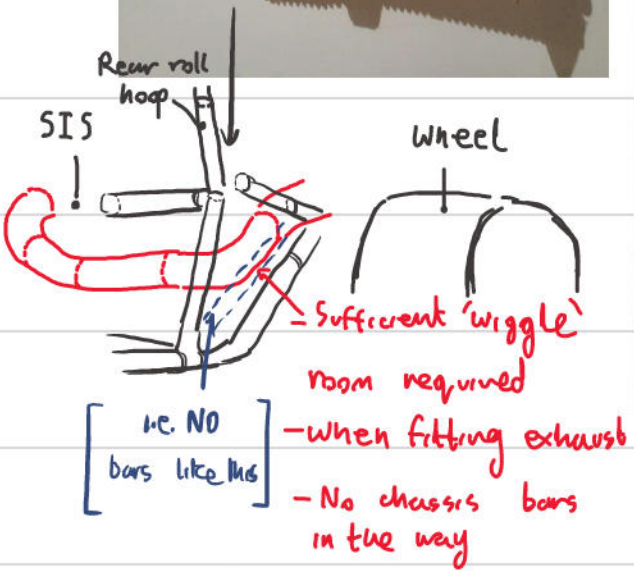
Details:

- Position A
- Approx. 170 half segments* per primary





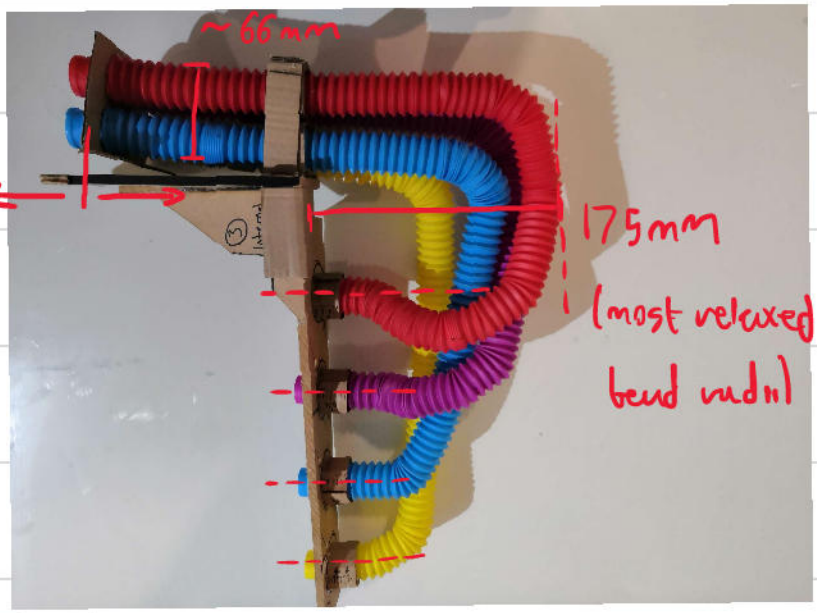


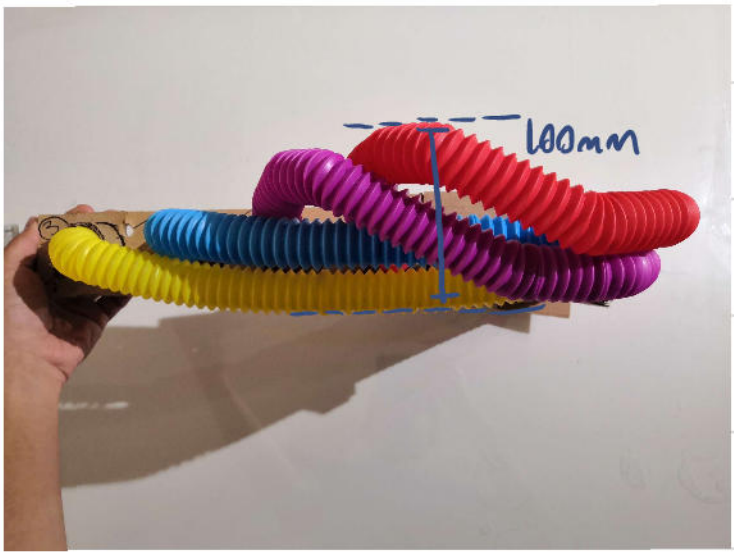


Date: /

Details:
- Position B
-Approximately 170 Half segments per primary

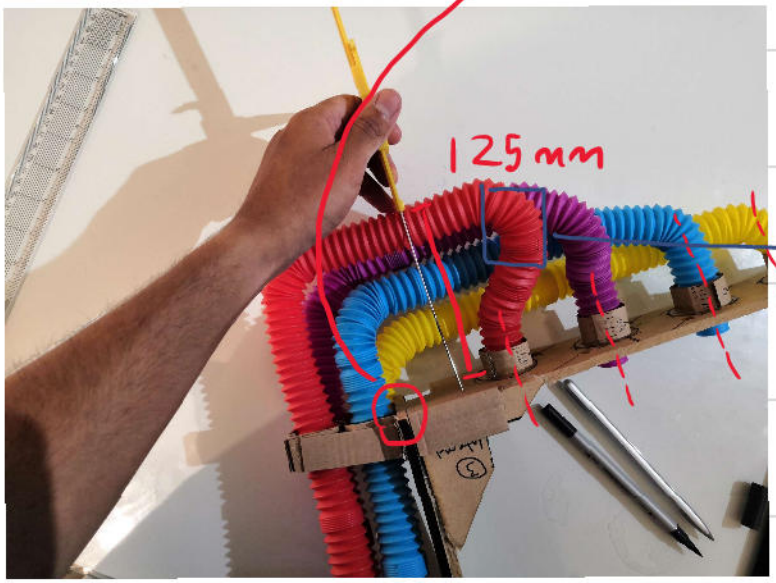
-Sliding the Collector plate up and down relaxes bend radii (do no need to individually adjust primaries, all in on go!)





~ increase as tubes pushed forward + curve more

Details:
- Position A'
- Reduced primary length: approximately 155 Half segments per primary
-Most compact of this arrangement (constrained by corner bend of yellow primary)



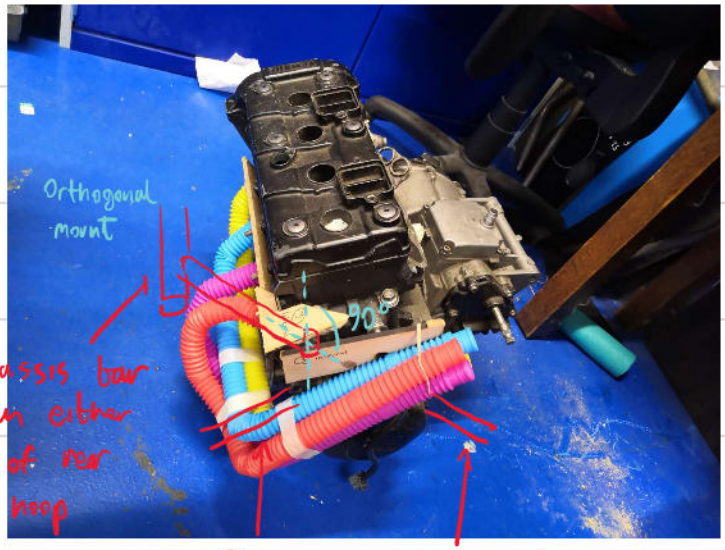
Potential issue:
- Bend radius of this site
- Can be relieved by slightly migrating collector plate forward

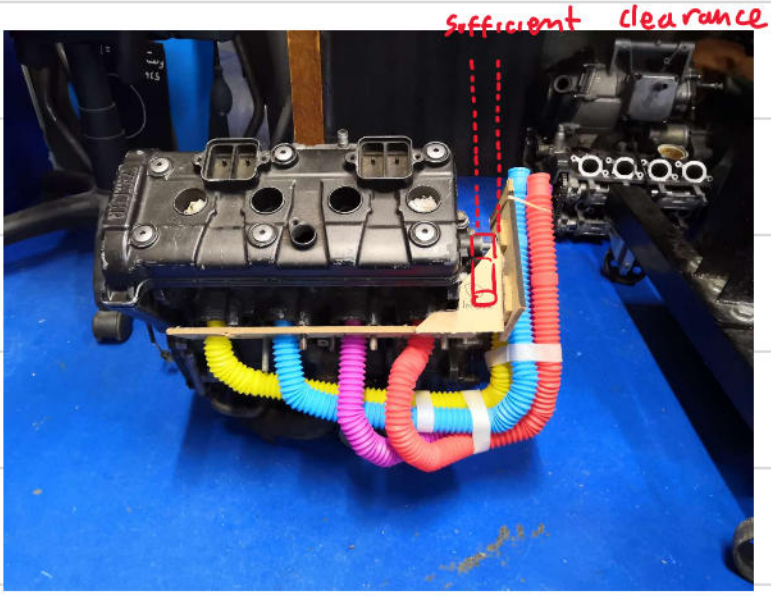
Date: /

(New) Engine Mount location

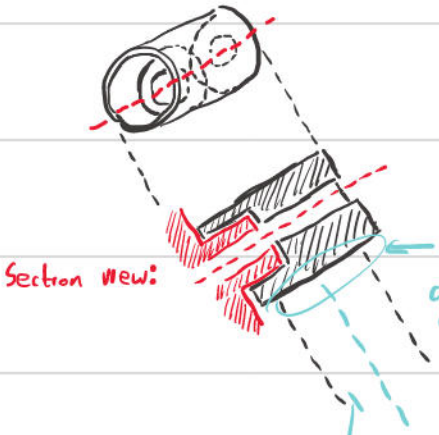
- This will connect orthogonal to the chassis bar just behind the firewall
-Requires current chassis bar to be lowered
-Cylinder for mount partially wraps aroun cylindrical 'head' enclosing the bolt hole

-Both of the lower mounts stay the same



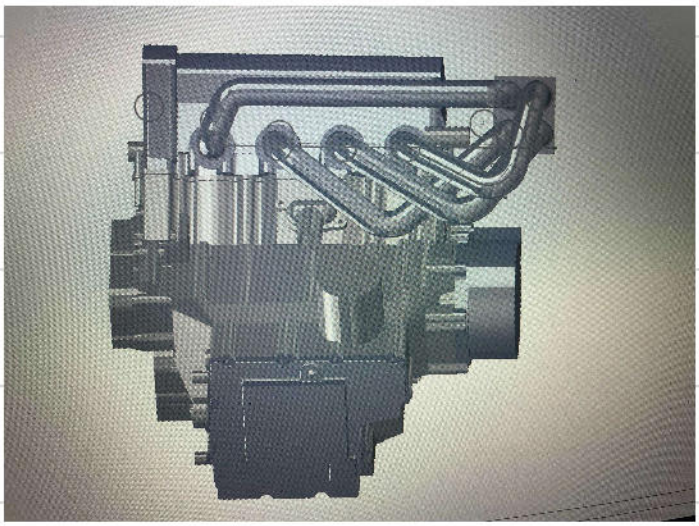


Mount:



Date: 28/10/22

2nd design iterstion: significant changes to method of CADin primaries - as there are 3 bends, just 3 planes, angles between those planes, and axes with angle between the axes are sufficien to define the whole geometry.



Testing geometric compatibility:

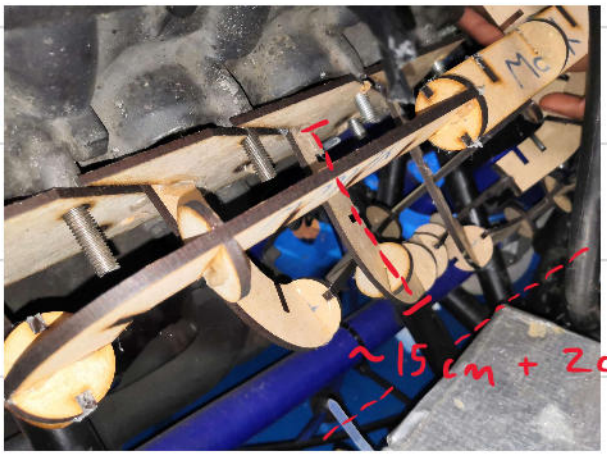
The primaries wer cadded with laser cut tubes of 31.25 width(equivalent tube diameter). Circles with slots were used to generate the profile at different bend angles. This is assembled and tested on current chassis.

Issues:

1

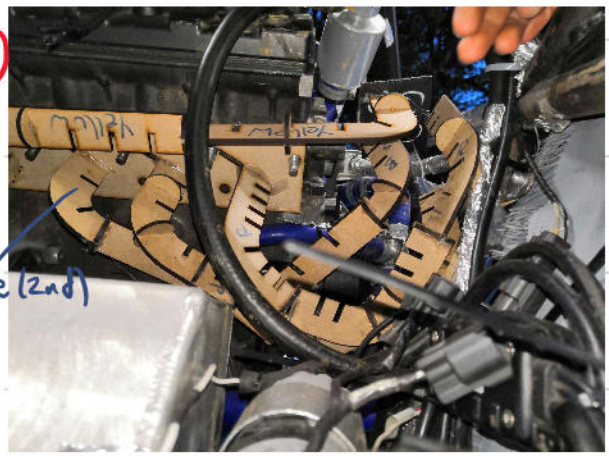
2nd bend primary 4 (Red) requires decrease - Fouling on chassis bar

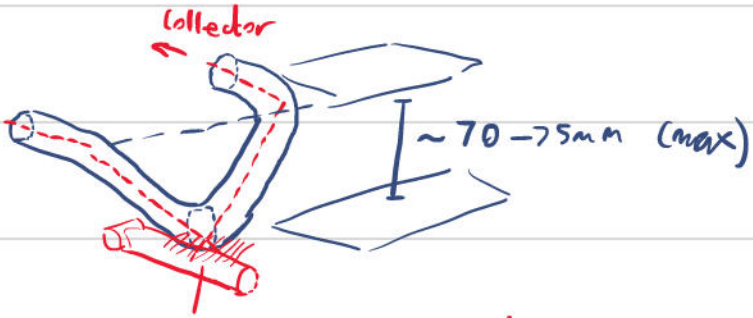
2



Furthest extrusion distance ~ 15cm

3





- Fouling on engine mount
- move up

Date: /

2) Note really an issue- maximum perpendicular distance from the outlet to tangent plane to closest edge of fuel tank is approx. 150cm. This liue below the largest initialy buffer of 170mm mentioned in Sept. 2022.

3) Blue primary fouling on engine mount- requires bend to be moved up, total buffer of approx. 75 mm max leaves enough room to the engine mount.