

HOW CAN I GET SOME MAGNAFLOW PERFORMANCE EXHAUST DECALS/STICKERS FOR MY VEHICLE?

You can purchase MagnaFlow Performance decals/stickers online.

WHAT'S THE DIFFERENCE BETWEEN STAINLESS STEEL AND ALUMINIZED STEEL?

The main difference between the two is pricing and the outer shell of the mufflers. Stainless Steel cost more than Aluminized Steel. The Stainless steel mufflers have a polished stainless steel shell and are 100% stainless construction. Nothing looks better or lasts longer than stainless steel. The aluminized mufflers have stainless internals and necks but have an aluminized outer shell. Also, the aluminized steel has only a protective coating that, if scratched off, may rust. Both mufflers have identical internal construction and materials and both offer you a lifetime warranty and will give you that Straight-through Wide Open Performance with no restrictions. No restrictions equals better flow, and better flow equals more horsepower.

WHAT DISCOLORS TIPS? HOW DO I FIX IT?

No matter what your tip is made of (chrome, stainless steel), eventually, it might discolor. Why do they discolor? During the final polishing process, the compound that is used to polish the metal (which is actually comprised of other metals ground into fine particulates) becomes embedded in the microscopic pores of the tip. Eventually, these fine particulates from the compound oxidize and change color, giving the tip a yellow/gold appearance. This is accelerated with heat and with exposure to harsh climates.

In some cases, the tip may turn blue. This is from heat. Some vehicles, especially modified vehicles, see increased exhaust temps as a result of their modifications. Even if the vehicle is not modified, some vehicles simply produce more heat than others and single walled tips are especially susceptible.

Discoloration is more prevalent in stainless tips, particularly single-walled tips.

Why? Because single walled tips lack a thermal barrier. As a result, the entire tip is directly exposed to a great deal of heat which accelerates oxidization.

Double walled tips feature a lined inner wall. As a result, the outer shell of the tip is insulated from heat. This helps slow the discoloration process.

However, eventually, all tips can change color, even Stainless tips (note the name: StainLESS...not StainPROOF)

Which do you choose? Chrome? Stainless? Single walled? Double walled?

Whether you choose chrome or stainless, some polishing and maintenance will still be needed to keep the tips looking nice. A single walled tip is cheaper than a double walled tip...this is why many manufacturers use these tips on their cat backs...it keeps costs down. MagnaFlow prefers to use double walled tips because they keep their appearance longer.

Does the tip affect performance or power?

No. There is virtually no affect on power, no matter what tip you use. There are some tips that feature "resonators" built in, which amount to little more than some additional louvers in the inside of the tip. This may help to reduce noise, but only slightly.

How do you fix discoloration?

Generally, ALL tips need to be cleaned like any other polished component of your vehicle. We've had great success with Eagle One Wire Wheel Cleaner. Others claim success with products like Mother's Wheel and Mag Cleaner, Wenol, etc., but we've found the Eagle One product to work very well, primarily because it's not putting more polishing compound onto the tip.

WHY IS MAGNAFLOW THE BEST EXHAUST SYSTEM?

Nothing performs better, looks better, or sounds better than MagnaFlow Performance Exhaust. Our Research and Development Team invests many hours to ensure our products stay competitive and perform the way they should. Our systems feature straight-through flow designs for the ultimate in unrestricted horsepower and torque for big power while maintaining exhaust efficiency.

The internal MagnaFlow muffler is designed of stainless steel perforated core, stainless steel wool, and an acoustical absorbent material - superior to fiberglass (which many other manufacturers use). No baffles, chambers, or louvers.

No restrictions at all, just straight-through, wide-open performance with a smooth, deep tone, and each MagnaFlow stainless muffler has a highly polished mirror finish for a show car look.

Our systems give a 20% reduction in bends over your O.E.M. system to provide the power you demand.

ARE ALL YOUR CAT-BACK SYSTEMS MADE WITH STAINLESS STEEL?

Yes, all our Cat-Back Exhaust Systems are completely made from stainless steel. Everything from the pipes, hangers, clamps, muffler and tips. *Tips, mufflers, and resonators (where applicable) are "mirror finish", polished stainless steel. Stainless steel is better looking and more durable than aluminum.

WHAT DOES THE CAT-BACK EXHAUST SYSTEM INCLUDE AND CAN I INSTALL THE SYSTEM MYSELF?

Our cat-back exhaust systems are COMPLETE. Everything from the pipes, hangers, clamps, mufflers and tips are included and stainless steel in construction. Tips, mufflers, and resonators (where applicable) are "mirror finish", polished stainless steel. They come with everything needed to bolt up in place of your factory system using basic tools. The majority of MAGNAFLOW products do not require welding, cutting or bending, however, select applications may require additional welding for optimal installation. While our systems are designed with consideration for "Do It Yourself" installations, we recommend professional installation. Typical installations take about 1 hour.

DOES A DUAL CAT-BACK EXHAUST SYSTEM PERFORM BETTER THAN A SINGLE?

In most cases a single exhaust will give you better torque and horsepower. The exception would be a heavily modified engine.

HOW DOES MAGNAFLOW DYNO A VEHICLE?

MagnaFlow's two in-ground dynamometers, are located in our fully equipped 30,000-square-foot R&D Tech Center which is the home to the CAD Engineering Department, the Prototype Department & Fixturing Departments, flow-bench, and sound testing. Each new component must pass both quality and performance evaluations prior to a manufacturing commitment. MagnaFlow's product development is a result of our commitment to performance products that deliver results.

Although testing can sometimes be lengthy and cumbersome, MagnaFlow will NEVER sell an exhaust system that doesn't increase power over the stock exhaust system. Continue reading below to learn more on how we deliver those results.

Dynamometer Test Cell (What it is)

Insulated and temperature monitored room with environmental control.

Complete exhaust isolation and evacuation system.

Complete cooling fan array to simulate test speed airflow.

Test Cell Equipment: (What we use)

In-ground DynoJet 248C dynamometer equipped with wide-band fuel monitor and atmospheric condition monitor

In-ground Mustang MD-1000 dynamometer equipped with 5 gas analyzer atmospheric condition monitor

Multi-channel data logger with infrared, voltage and thermocouple probes for systems monitoring.

OBDI and OBDII analyzers for computer PCM interface and monitoring.