

## S5000 TECHNICAL BULLETIN

Date	6/02/23
Topic	Secondary Exhaust Attachment
Priority	Recommended Optional

### PROBLEM:

The current method of attachment between the primary and secondary exhaust sections displays potential for failure in multiple ways:

- Through vibration, the k-nuts specified for use on the fixings either loose tension or the nut fails altogether
- Cracking of the welds that secure the tabs to the pipes

This can result in the secondary pipes being disconnected from the primary pipes, causing a loss in performance, risk of Mechanical Black Flags and extreme engine noise levels.

### SOLUTION:

We have revised the method of attachment of the two pipe sections to remove the current failure modes. The current specification of fixings should be totally removed.

The new attachment features 2 tension springs per side (4 per car). A new tab design is to be used with one tab welded to the end of the primary pipe and one to the start of the secondary pipe.

The tabs should be welded in a position so that there is no twist in the spring once attached and so there is significant tension on the spring when the secondary pipe has been pushed all the way home.



Teams have the option to complete all fabrication work associated with this technical bulletin themselves. This upgrade is listed as recommended optional however, we strongly advise the changes are completed.

Any questions please contact [s5000@grmotorsport.com.au](mailto:s5000@grmotorsport.com.au)