

Salisbury's Multi-Flow MUFFLE-GARD™

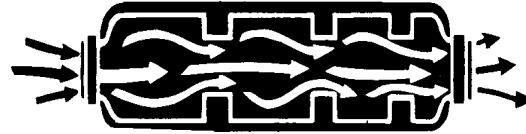
The Marine Mufflers that silence the exhaust *without stealing power!*

Back-pressure in all conventional marine mufflers causes a serious loss in engine RPM. Loss of engine RPM caused by back-pressure is like installing too large a propeller for the size of the engine. Both cause serious loss in efficiency, resulting in excessive wear, burned exhaust valves, and increased fuel consumption.

Marine engines, with very few exceptions, are automobile engines converted to marine use. In the case of an automobile it is very seldom one uses 25% of the actual horsepower. In a boat, it is like driving continuously up a very steep hill which means relentless strain on the engine. Placing any obstruction in the exhaust line such as the baffle system used in conventional mufflers seriously restricts the flow of the exhaust gases. This causes excessive back-pressure, thereby impairing engine performance.

Salisbury Mufflers allow the exhaust gases to flow freely through the Acoustic Chambers because they do not use the restricted baffling systems found in conventional mufflers.

To select the correct size and bushing—First, select the model (1). Corresponding to the horsepower of your engine (2). If your engine is a V-8 using two exhaust lines, select the model corresponding to one-half the engine horsepower rating. After measuring the outside diameter of the exhaust line, find the corresponding figure in the outside diameter column (4). Select the bushing required from column (3). In ordering designate bushing size.



Multi-Flow Design

(1) Cat. No.	Style	(2) Horsepower 4 Cycle		Shipping Weight (Lbs.)	Size (Inches)			Standard Inlet Outlet Size	(3) Bushing Required (Cat. No.)	(4) Exhaust Line Outside Diameters	Weight Per Pair of Bushing (Oz.)
		Gas up to	Diesel up to		Body Diameter	Flange	Length				
*Note: Two cycle and turbo-charged diesels use next larger size muffler											
M 40	A	40	15	2	3"	5 1/2"	8 1/2"	1 3/4"	For M 40 Model		
									EE	3/4" to 1"	2 3/4
									FF	1" to 1 1/4"	2
									GG	1 1/4" to 1 1/2"	1
									None	1 1/2" to 1 3/4"	—
M 90	B	100	45	3	5 1/2"	6 1/4"	11 1/2"	2 1/4"	For M 90 Model		
									E	1 1/4" to 1 1/2"	14
									F	1 1/2" to 1 3/4"	11 1/4
									G	1 3/4" to 2"	9 1/2
									H	2" to 2 1/4"	7
									I	2 1/4" to 2 3/4"	4
									None	2 3/4" to 2 7/8"	—
M 120 (EE115)	A	120	55	4 1/2	4 1/2"	7"	13 1/4"	3 3/4"	For M 120 Model		
									BB	1 1/4" to 1 1/2"	16
									CC	1 1/2" to 1 3/4"	14 1/4
									A	1 3/4" to 2"	11 1/4
									B	2" to 2 1/4"	9
									C	2 1/4" to 2 1/2"	6 1/2
									D	2 1/2" to 2 3/4"	3 3/4
									None	2 3/4" to 3 1/8"	—
M 165 (EE116)	B	165	80	5 1/2	5 1/2"	7"	15 1/2"	3 1/4"	For M 165 Model		
									BB	1 1/4" to 1 1/2"	16
									CC	1 1/2" to 1 3/4"	14 1/4
									A	1 3/4" to 2"	11 1/4
									B	2" to 2 1/4"	9
									C	2 1/4" to 2 1/2"	6 1/2
									D	2 1/2" to 2 3/4"	3 3/4
									None	2 3/4" to 3 1/8"	—
M 275 (EE119)	B	275	140	16	8"	10"	23 1/2"	4 1/4"	For M 275 Model		
									HH	2 3/4" to 3"	20 3/4
									II	3" to 3 1/4"	17
									JJ	3 1/4" to 3 1/2"	12 3/4
									KK	3 1/2" to 4"	8 1/2
M 375	B	375	190	20	8 1/2"	10 1/2"	28 1/2"	5 1/4"	For M 375 Model		
									LL	3 3/4" to 4"	26 1/2
									MM	4" to 4 1/4"	21 1/2
									NN	4 1/4" to 4 1/2"	16
									OO	4 1/2" to 4 3/4"	10 1/2
MD 510	B	510	300	24	10"	12"	30"	6 1/4"	For MD 510 Model		
									W	5" to 5 5/16"	36
									X	5 5/16" to 5 7/8"	27 3/4
									Y	5 7/8" to 5 15/16"	19
									Z	5 15/16" to 6 1/4"	9 3/4
									None	6 1/4" to 6 3/4"	—



Style A
Oval



Style B
Round