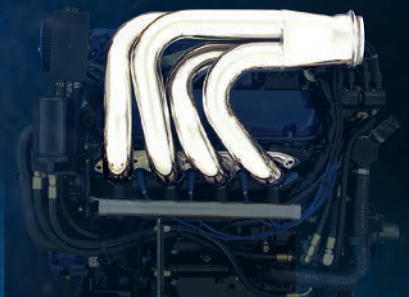


*Custom  
Marine*  
STAINLESS EXHAUST



**IT'S ALL ABOUT PERFORMANCE!**



**STAINLESS  
STEEL EXHAUST**

[custommarine.com](http://custommarine.com)





ISO 9001: 2008 CERTIFIED

***At CMI, we work with the most respected marine engine manufacturers, OEM boat builders and distributors in the world who place their trust in CMI to ensure their products deliver the performance their customers demand.***

***Our industry-leading technologies and race-proven products have earned us a place in the winners circle on race circuits worldwide. But it's our reputation for delivering high-quality performance products that has earned long-term relationships with the customers we serve.***





# WHAT DO INDUSTRY LEADERS HAVE TO SAY ABOUT CMI?

**Judge us by  
the company  
we keep!**



"CMI is the only real game in town. I have been buying from CMI for over 20 years and continue to be happy with the product they produce for my boats."

— **Peter Hledin, Skater**

"Best production headers made — we have used CMI exclusively for over 15 years."

— **Mike Fiore, Outerlimits**

"Here at DCB we only use the BEST. That's why all of our boats have CMI exhaust and components."

— **Dave Hemmingson, DCB**

"Ilmor Marine exclusively uses CMI exhaust components on all of our High Performance engines due to the quality we receive from them."

— **Paul Ray / Ian Hawkins, Ilmor**

"MTI has been using CMI headers since our inception, helping us to achieve some of the best performance numbers in the market."

— **Randy Scism, MTI**

"I proudly distribute, supply all of my engines, and race with Custom Marine exhaust because it is the best exhaust available in the market place."

— **Bob Teague, Teague Custom Marine**

"Nor-Tech continues to use CMI exhaust as it is the best available exhaust in the market place and provides our boats with the most performance!"

— **Terry Sobo, Nor-Tech**

"From the headers and exhaust down to the silencers and mufflers, CMI provides the best products for me to offer my customers when building custom boats. They stand behind their products and always assist us whenever an issue arises on our customers' boats."

— **Joe LoGiudice, Hustler Powerboats**

"We have been using CMI products for well over 10 years with great performance gains and continue to use them in all our product lines."

— **Wayne Schaldenbrand, Sunsation**

"On a recent project Mystic Powerboats Inc. worked with CMI to create an exhaust system in very close quarters through 3D computer solid modeling. In trading design files back and forth with our engineers, CMI created a system that not only fit the boat perfectly but works flawlessly. Being the most technologically advanced exhaust company in the United States makes CMI the only choice for Mystic Powerboats' high level of design, engineering and performance."

— **John Cosker, Mystic Powerboats**

"We have been using CMI exhaust here at TNT since they first began and have had great success. We use their systems in pleasure boats, poker run boats and race boats and have won many races and championships with the products made by CMI."

— **Johnny Tomlinson, TNT Custom Marine**

"After 35 years of building engines and being involved in all facets of the high performance marine industry, I've learned to trust the experience and talent generated at CMI. Their ability to engineer and manufacture from the ground up is unprecedented. With CMI, there is no other choice!"

— **Keith Eikert & Don Onken, Lightning Performance Group**

"We have been using CMI headers for years and found substantial gains on the dyno that translate directly to greatly improved boat performance. For the best results CMI is our choice."

— **Raymond Roberts, Double R Performance**

"The high performance engines I engineer and build will only be outfitted with premium, durable products that will ensure my motors out-perform the rest. CMI's proven ability to create extra horsepower with quality and striking good looks sets them above the rest."

— **Mike D'Anniballe, Sterling Performance**

"Our 6.8L engine breathes better through Mast designed, polished stainless high-flow CMI headers."

— **Mast Motorsports**

"Custom Marine consistently supplies us with high quality products for our motors that have to withstand the most severe conditions."

— **Dennis Mathe, Innovation Marine Engines**

"Ateco only uses the best for all our engines. CMI's design and manufacturing capabilities allow us to be confident that we are always achieving maximum horsepower with a dependable stainless exhaust."

— **Bill Lawson, Ateco Engine and Dyno Shop**

"For all our exhaust needs, Crockett Marine Engines relies on the Quality, Reliability and Performance of CMI headers."

— **Tyler Crockett, Crockett Marine Engines**

"Boostpower's mission is to Research, Develop and Produce the most sophisticated Marine Engines and EFI products in the Marine Industry. Custom Marine has proven time after time that they have the products that outlast and outperform the rest. Therefore, Boostpower Marine chooses CMI!"

— **Alexi Sahagian, Boostpower USA**

"We proudly distribute CMI product because of the quality and reliability."

— **Donnie Carter, Offshore Performance Specialties**

"Our new 557hp supercharged outboard motor demanded an exhaust system that was compact, corrosion resistant and lowered backpressure to allow the aggressive power and torque targets to be achieved. We partnered with CMI and were able to design a stainless, tubular exhaust system to meet this goal."

— **Rick & Eric Davis, Seven Marine**

"Best exhaust systems available in the market place. Boats I have rigged for over 10 years with CMI exhaust have never had a failure."

— **Bruce Baker, Express Engines**



**Custom  
Marine**  
STAINLESS EXHAUST

**Call 920-720-4225 for more information!**

ISO 9001- 2008 CERTIFIED

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# THE VALUE OF CMI® EXHAUST HEADERS

Generating the most power possible from a marine engine is a challenge every performance boater faces, whether you're competing on the race circuit or simply enjoying a day on the water with friends. Many boaters pursue power increases through a range of aftermarket add-ons: intakes, carburetors, ignitions, water pumps, and valve covers. Yet, many continue to run stock, cast-iron exhaust manifolds. Simply put, design constraints for cast-iron manifolds create internal air resistance making it difficult for exhaust gas to flow freely as it exits a cylinder, which robs the engine of horsepower. Small exhaust pipes or a muffler that has a lot of air resistance can cause back-pressure, which also has the same effect.

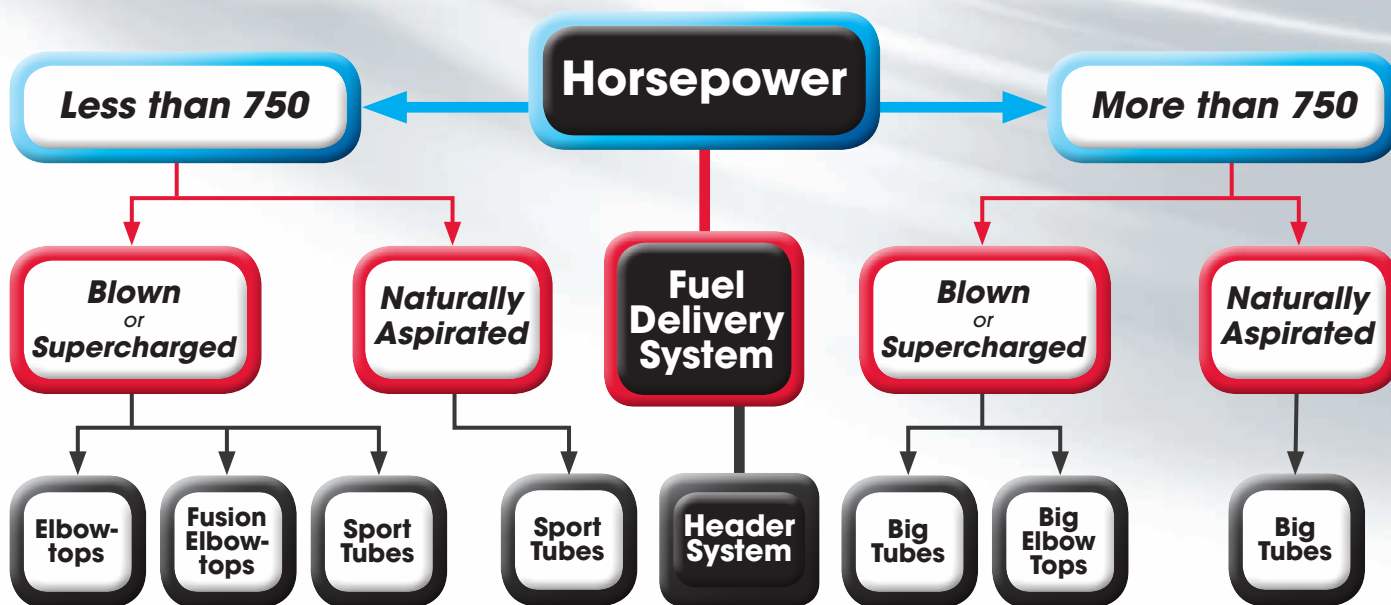
The easiest way to increase horsepower is to enable exhaust gasses to freely exit the engine by installing CMI tubular-style headers, which are designed specifically to improve your engine's ability to breathe freer and generate more power than stock, cast-iron exhaust manifolds. Dynamometer testing has proven that "hot" cylinders are a common cause of premature engine failure, especially in high performance marine applications. The superior design of CMI header

systems improve scavenging of each cylinder to remove exhaust gasses that produce potentially damaging high cylinder head temperatures.

All CMI high-performance exhaust systems feature headers, big tail pipes and free-flowing mufflers to eliminate back-pressure in the exhaust system. Long tubular-style headers, like CMI Sport Tubes and CMI Big Tube headers enable naturally aspirated engines to reach peak power through more efficient exhaust scavenging and improved exhaust tuning. For blown and supercharged engines, short tube-style headers, like CMI Elbow-Top headers, perform similarly to, and in some applications better than, long tube-style headers.

CMI headers are made from high-quality 316L stainless steel tubes and heat treated (annealed) for added stress relief and superior durability. All CMI headers are hand-welded and polished by skilled artisans who are proud of the top quality exhaust systems they build. Best of all, every CMI exhaust system is designed to deliver the highest level of quality and peak on-water performance every CMI customer demands.

**Choose the right CMI header system for you.**



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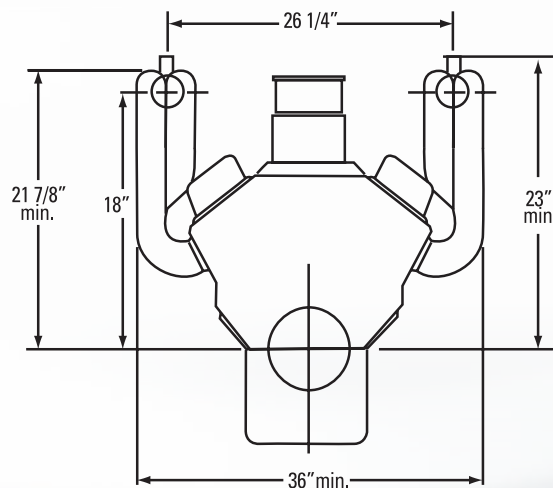
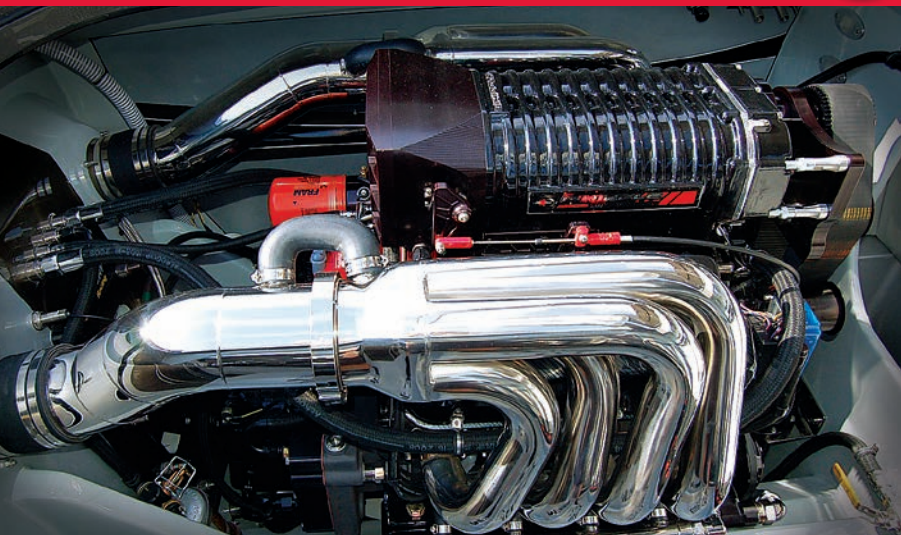
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# CMI BIG TUBE<sup>TM</sup> SYSTEMS



FOR 9.8" DECK HEIGHT BLOCK & STANDARD GM HEAD CASTINGS

CMI Big Tube headers enable big block engines with 540 cubic-inch displacements or more to deliver peak horsepower and torque throughout the entire operating range. CMI Big Tube Headers are proven to withstand one of the toughest marine environments on earth — offshore racing — and have powered more National and World Championship boats than all other brands combined. CMI "Big Tubes" can be custom stepped in any configuration to meet any engine builders' requirements. **Standard material for these custom headers is 316L stainless steel; also available in inconel and titanium.**

The fully polished CMI Big Tube systems are offered with the largest inside diameter options available on the market, including 2 1/8", 2 1/4", and 2 3/8" inside diameters for any step combination. CMI offers a range of exhaust tailpipe options to complete any installation. All CMI Big Tube systems include stainless steel cooling fluid distribution tubes, header attaching bolts, all necessary gaskets and cooling fittings required for installation. **Tailpipes sold separately, page 17.**

**Big Block 2 1/8" I.D.**  
Part Number 13670

**Big Block Chevrolet 2 1/4" I.D.**  
Part Number 13680

**Big Block Chevrolet 2 3/8" I.D.**  
Part Number 13720

## **Big Block 2 1/8" I.D. 26 1/4" x 18" Tall**

Low profile on tall deck blocks and Merlin heads.  
Part Number 49015

## **Big Block 2 1/4" I.D. 26 1/4" x 18" Tall**

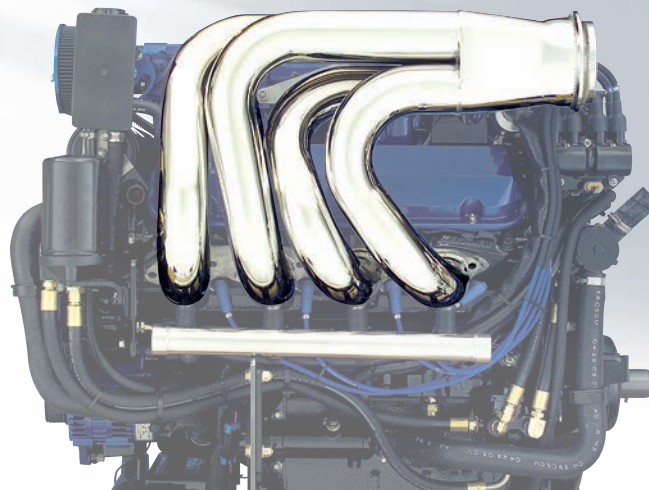
On tall deck blocks and Merlin heads  
Part Number 49025

## **Big Block 2 1/4" I.D. 28" x 21 1/2" Tall**

On tall deck blocks and Merlin heads  
Part Number 49028

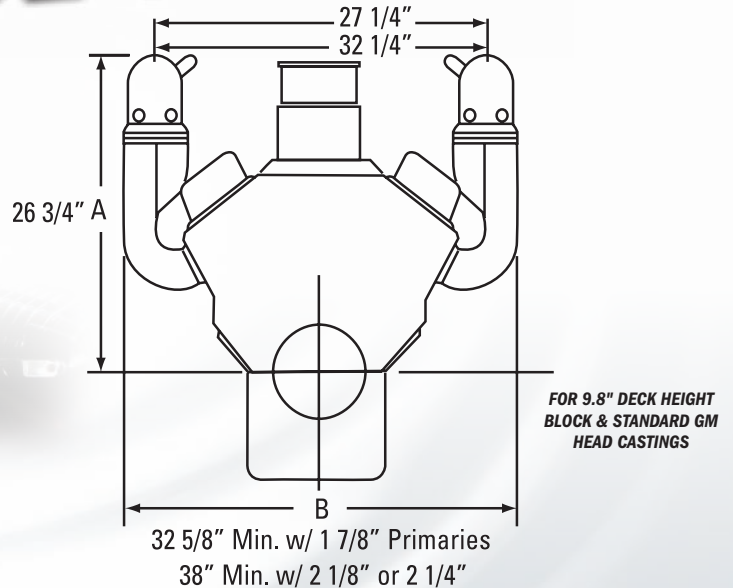
## **Big Block 2 1/4" I.D. 25" x 27 1/2" Tall**

On tall deck blocks and Merlin heads  
Part Number 49035





# CMI BIG ELBOW TOP™ RACE SYSTEM



CMI's Big Elbow Top Race Systems are precision-built for Sportsman-class racers who expect the most from their 510 cubic-inch carbureted engine or 600 cubic-inch engine equipped with a blower package. This race-style header system has a superior track record when it comes to getting to the finish line. Racers participating in APBA, SBI, OSS and USO competitions have found CMI Big Elbow Top Race headers help produce more torque and raw horsepower than any competitive exhaust products. CMI Big Elbow Top headers feature a 15 1/2" long primary runner exhaust tubes and a 4 1/2" inside diameter collector designed for 4 1/2" inside diameter tailpipes. CMI also offers a custom-designed stepped system for high-horsepower applications that require larger diameter exhausts, which can be built to meet specific installation parameters. **Tailpipes sold separately, page 17.**

## **CMI Big Block Chevrolet Applications**

### **Big Elbow Top Exhaust System**

With 1 7/8" I.D. Primary Tubes  
All polished finish  
Part Number 13560

### **Big Elbow Top Exhaust System**

With 2 1/8" or 2 1/4" I.D. primary tubes.  
All polished finish. Recommended choice of Mercury Racing for 850, 1075, and 1200 HP motors.  
Part Number 13590/13595

### **Big Elbow Top Turbo Header System**

With 2 1/4" I.D. Primary Tubes  
Part Number 13575

### **CMI Stepped Big Tube Elbow Top Exhaust Systems**

Available with any two standard 2 1/8" and 2 1/4" inside diameter primary tubes incorporated into each runner.

### **Single Stepped Big Tube Elbow Top Exhaust System**

All polished finish  
Part Number 13620

### **Double Stepped Big Tube Elbow Top Exhaust System**

All polished finish  
Part Number 49040





# CMI SPORT TUBE™ SYSTEMS

CMI Sport Tubes are a superior long tube header designed for racing or virtually any high performance application. For big- and small-block applications where maximum scavenging and horsepower are required, CMI Sport Tube headers deliver peak performance and power from naturally aspirated engines that generate more than one horsepower per cubic inch of displacement.

The all polished Sport Tube system is offered with a range of exhaust tailpipe options, as well as CMI's Sound Choice™ selectable silencing system. Each system includes all header attaching bolts, gaskets and cooling fittings required for installation. Tailpipes with a 4" inside diameter are required and sold separately. **Tailpipes sold separately, page 17.**



## **Big Block Chevrolet**

Custom straight-back style & taller versions.

Part Number 13630

## **Big Block Chevrolet**

Down-turned for Bravo Plug-in Drive

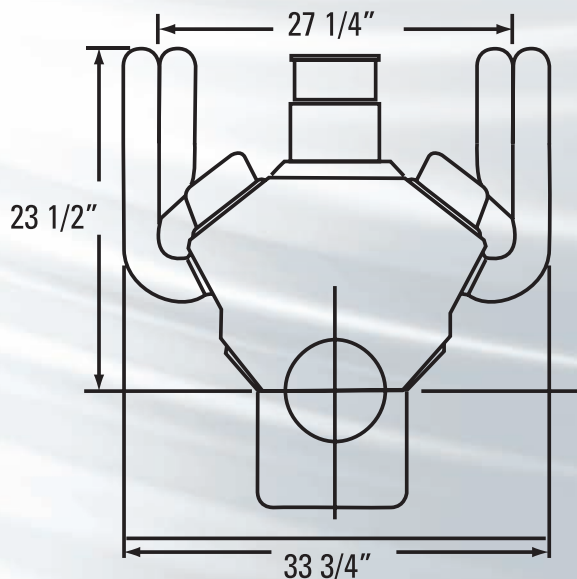
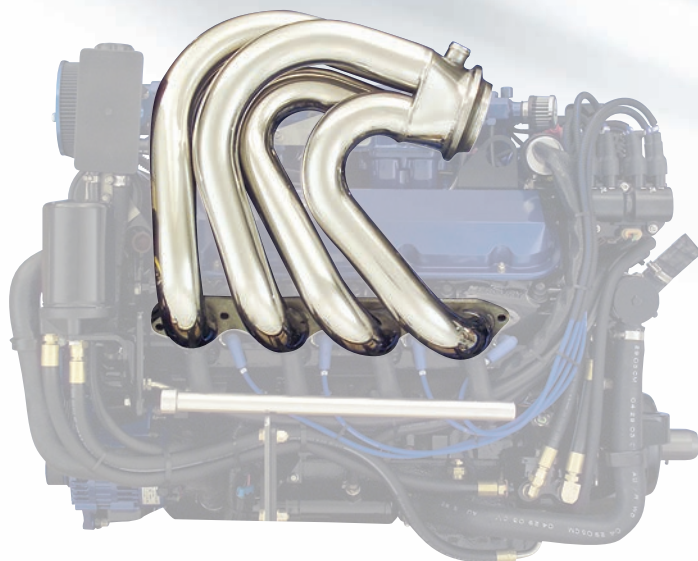
Part Number 13632

## **Small Block Chevrolet**

Part Number 13660

## **Ford 460 (Iron Head)**

Part Number 13650



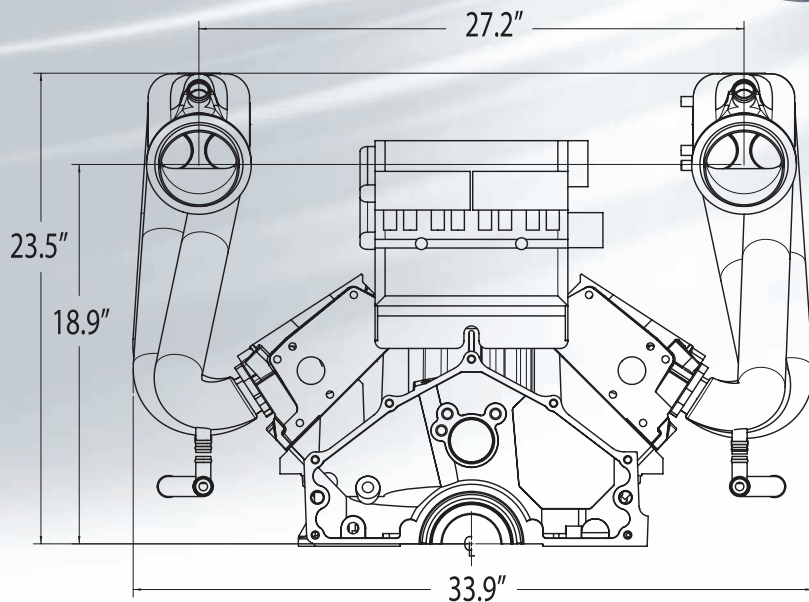
**FOR 9.8" DECK HEIGHT BLOCK &  
STANDARD GM HEAD CASTINGS**



# GEN-X<sup>®</sup> HEADERS

**DIRECT FACTORY REPLACEMENTS  
FOR MERCURY HP525 EFI, HP600 SCI  
AND HP700 SCI ENGINES**

- ♦ Works with existing tailpipes
- ♦ Downturn collector provides improved water fill
- ♦ More equalized primaries for greater performance in horsepower and torque
- ♦ Using the same high quality 316L stainless steel that is used in our race systems
- ♦ Patented "Cool Collar" design provides a short hot section at the flange, which helps minimize the possibility of water ingestion in to the engine
- ♦ Dual bolt pattern for both the Mercury platform and the standard GM pattern



**Gen-X**  
Part Number 13020



# CMI 496 SPORT TUBE PERFORMANCE PACKAGE™

The CMI 496 Sport Tube Performance Package delivers improved performance across the entire operating range of any 496 engine package. When applied to a stock 496 engine, this package will help to increase horsepower, boost mid-range torque, improve fuel economy across the power curve and enhance the engine's overall running quality. The package comes complete with all required mounting hardware plus CMI's exclusive 496 Relocation Kit, which includes all brackets, hoses and hardware needed to make relocation of select engine components easier.

A 496 Sport Tube™ Performance Package is also available for most sport boats equipped with a 496 engine package and CORSA® Performance V-pipe diverter system.



**CMI 496 Sport Tube Performance Package**  
Straight Tailpipe Version. All Polished Finish.  
Part Number 13162

**CMI 496 Sport Tube Performance Package**  
Internal Sound Choice Version. All Polished Finish.  
Includes pneumatic pump kit.  
Part Number 13167

**CMI 496 Sport Tube Performance Package**  
Corsa Adapter Version. All Polished Finish.  
Part Number 13168

**CMI 496 Sport Tube Performance Package**  
No tailpipe option. All Polished Finish.  
Part Number 13169

S-pipes and Diverters can be substituted for the standard tailpipes offered with the kit.

***"Biggest improvement was in the mid-range acceleration; had a definite and noticeable improvement to throttle response. Top end added about 3-4 mph."***

Ron S. / DCB Mach 26, Corona, CA

***"Prior to the install it ran 68 mph at 5000 rpm, now it's running 74 mph at 5100 rpm. Mid-range acceleration was best. It sounds awesome and is an overall kick to drive."***

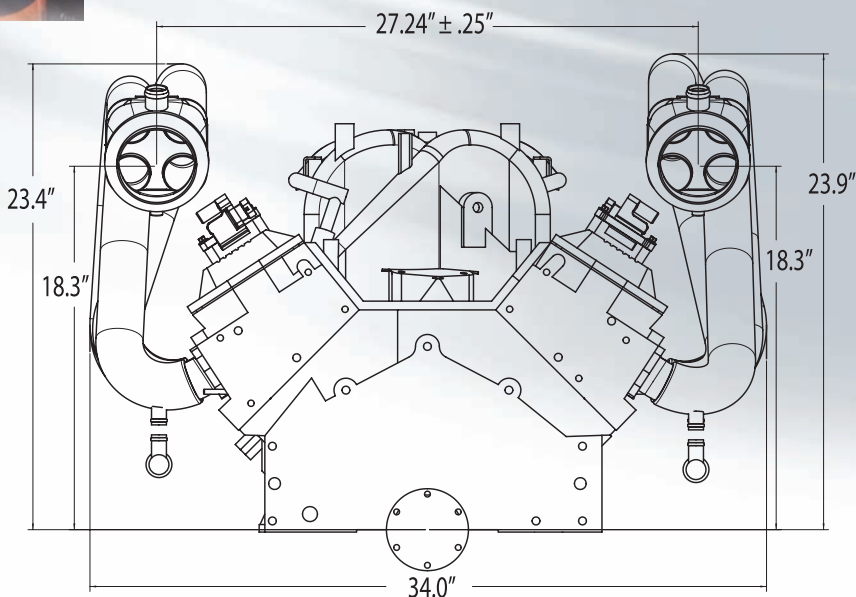
Matt P. / Magic 28' Deckboat, Irvine, CA

***Boaters like me like 'gains but no pains,' and your 496 Performance Package makes sense for an engine that can't be played with. It was well worth the 4 to 5 mph gains."***

Owen P. / Rinker 272 Captiva, Ontario, Canada

***"The CMI kit increased the output of my engine by at least 45 h.p. From 3000 rpm up, the boat was 1 mph faster and in mid-range acceleration tests one second quicker from 30 to 50 mph. I was getting better [fuel] economy because I was going faster on the same [gallons per hour]."***

Speed Boat Magazine, January 2006





# 496 ELBOW TOP HEADERS

*"I recently installed CMI's new 496 Elbow Top header package on my boat. All I can say is WOW! I gained 4 mph and it runs a full 2 seconds faster from 30 to 60 mph. The throttle response has also greatly improved. It looks AND sounds a lot like a race motor now. Probably the best part? I did all the work myself and the headers didn't void my warranty."*

Todd Riebe, 2008 Advantage Boats 25 Citation/496Mag HO

- ♦ CMI's 496 E-Top Headers are a **direct Mercruiser replacement for stock 496 Mag or 496 HO engines**
- ♦ No need to buy additional custom tails or remove the stock exhaust hose to install: a true plug-and-play system
- ♦ Step by step, do-it-yourself instructions are included
- ♦ 1  $\frac{7}{8}$ " ID primary to get peak horse power and torque
- ♦ Mandrel bent and formed from high quality 316L grade material
- ♦ Fully post annealed to reduce stresses built up in the header during the manufacturing process
- ♦ More water jacketed protection than stock exhaust
- ♦ Same high quality semi automated welding as used on all racing applications
- ♦ Cool collar patented flange design to eliminate the risk of getting water in the motor by the head flange
- ♦ This kit is price competitive with other aluminum/stainless manifold systems with superior performance and extended life span in harsh marine environments
- ♦ No cast parts to crack; all CMI collectors are forged from American-made stainless steel
- ♦ Brings a race look to stock engines
- ♦ Sophisticated engineering leaves stock oil lines in place and only requires relocating the oil filter with a supplied bracket
- ♦ Exhaust Water Temperature Bungs are installed as standard equipment

## Kit Includes:

- (1) Pair of 496 E-top Headers with Temperature Sensor Bungs
  - (2) (34160) Header Gaskets
  - (16) (38490) Metric Header Bolts
  - (2) (30140) Stainless Steel Distribution Tubes
  - (1) (28965) Shifter Bracket
  - (1) (28954) Oil Filter Bracket
  - (1) (50921) Oil Filter Spin-On
  - (2) (19892) Hose Plugs
  - (1) (32248) Oil Hose Extension
- All necessary bolts, hoses, and clamps, etc.

## 496 E-top headers polished finish

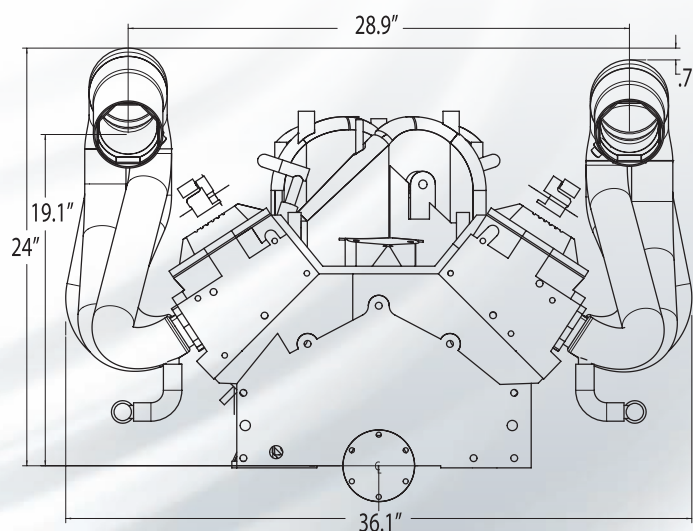
Part number 13175

## 496 E-top header satin finish

Part number 13176

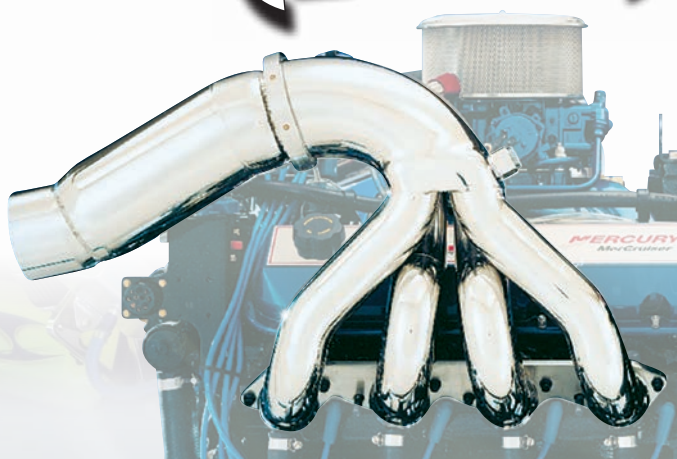
Note:

Taller options of 2", 6" and 8" available for the above headers.





# CMI ELBOW TOP™ (E-TOP) SYSTEMS



CMI Elbow Top headers are designed for direct replacement of most stock cast manifolds. Top engine builders and stern drive manufacturers who want to optimize performance of small- or big-block marinized engines prefer CMI Elbow Top headers.

CMI E-Top systems offer separated exhaust passages with long individual exhaust tube runners to minimize cylinder to cylinder influence and improve exhaust gas scavenging, which allows the engine to breathe freely and to deliver peak performance power.

All CMI Elbow Top Systems include rubber water distribution tubes, cooling water bypass couplings installed on the collector elbow, by-pass hose fittings, attaching cap screws, exhaust port gaskets, hose clamps and cooling water inlet fittings needed for most installations. Any Elbow Top System may be purchased with a stainless steel distribution tube upgrade.

## **CMI Standard Elbow Top Systems**

CMI Standard Elbow Top Systems can be ordered with a range of exhaust tailpipes or CMI's Sound Choice™ selectable silencing system, which are sold separately.

### **Big Block Chevrolet**

Part Number 13005 - Polished Finish

Part Number 13028 - Polished Finish, Stainless Upgrade

Part Number 13055 - Platinum Finish

Part Number 13062 - Platinum Finish, Stainless Upgrade

### **Small Block Chevrolet & Ford Engines**

Part Number 13460

## **CMI Custom Elbow Top Systems**

For performance engine applications requiring a true custom fit, the CMI Custom Elbow Top System can be configured to meet the requirements of most engine installations.

### **Custom Configured Elbow Riser**

With Standard Elbow Top Lower

Part Number 13215 - Polished Finish

Part Number 13216 - Polished Finish, Stainless Upgrade

## **CMI Fusion Elbow Top System**

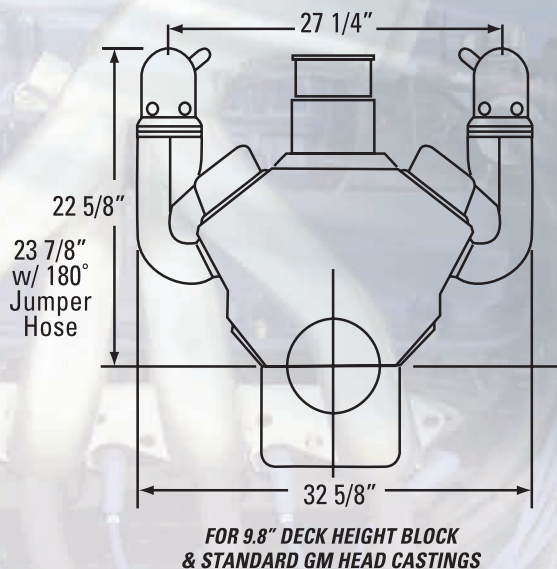
CMI Fusion Systems feature polished elbow collector and attached tailpipes with satin finished primary tubes. Tailpipes are not required for Fusion Systems.

Each header features a permanently attached, non-adjustable exhaust tailpipe configured to meet precise specifications for standard transom layouts and placement of thru-hull exhaust tips.

### **Fusion Exhaust Manifold**

With Polished Elbow & Platinum lower

Part Number 13910





# 454/502

## ELBOW TOP HEADERS

The CMI 454/502 E-Top Header Kit is a true plug and play system. There is no need to purchase additional custom tails.

CMI's 454/502 E-Top Headers are a direct Mercruiser replacement for stock 454/502 engines.

CMI headers offer more water jacketed protection than your stock exhaust can provide. CMI uses the same high quality semi-automated process on these headers as with the entire product line. These headers are fully post annealed to reduce stresses built up in the header during the manufacturing process. Best of all, 454/502 E-Top Headers are made to last, they are mandrel bent and formed from high quality 316L grade material. There are no parts to crack, all CMI collectors are forged from American made stainless steel.

- ♦ No custom tailpipes required, the 454/502 E-Top is designed as a direct replacement for your stock exhaust
- ♦ Infuses the competitive racing look to your stock engine
- ♦ 1  $\frac{7}{8}$ " id primary to reach peak horsepower and torque
- ♦ Works on drive centers as narrow as 34  $\frac{1}{2}$ "
- ♦ Cool collar patented flange designed to eliminate the risk of getting water in the motor by the head flange
- ♦ Optional brackets for Shift, ECU and Oil Filter available to tailor the headers to your exact build needs

This kit is price competitive to other aluminum/stainless manifold systems. The 454/502 E-Top Header is available in CMI's new low cost satin stainless finish or classic polished finish.

***"The headers sound great and I have had no issues with reversion. I am very happy with the performance of the CMI headers; throttle response is impressive, especially in the 30 to 60 MPH range. Currently, we are turning 5200 RPM with 28 Bravo I Propellers. Top speed is 82 MPH in my 29' Baja Outlaw with twin Mercury 502/500's. If you are in the market to upgrade, spend the extra money and purchase CMI headers. The sound and performance are outstanding!"***

Bert A. / Springfield, MO



### **454/502 E-top header polished finish**

Part number 13185

### **454/502 E-top header satin finish**

Part number 13186

Note: Taller options of 2", 6" and 8" available for above headers.

### **Optional brackets for the 454/502 Elbow Tops:**

#### **Shift Bracket**

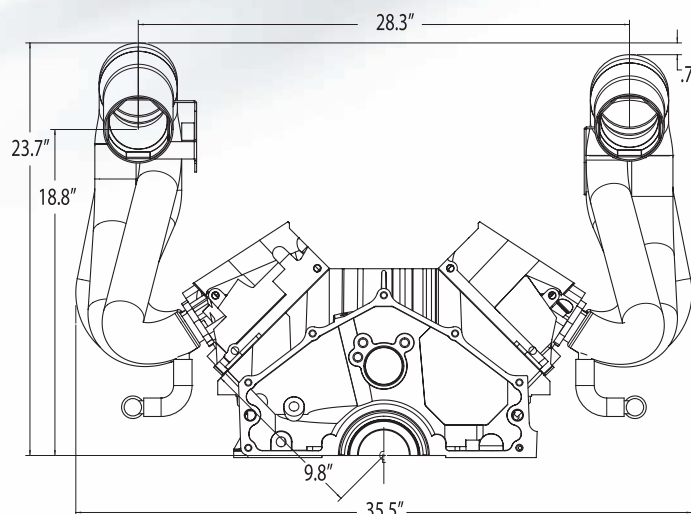
Part number 28236

#### **ECU Bracket**

Part number 28237

#### **Oil Filter Bracket**

Part number 28238





# SMALL BLOCK E-TOP HEADERS

LT Siamese



## Small Block E-Top Headers

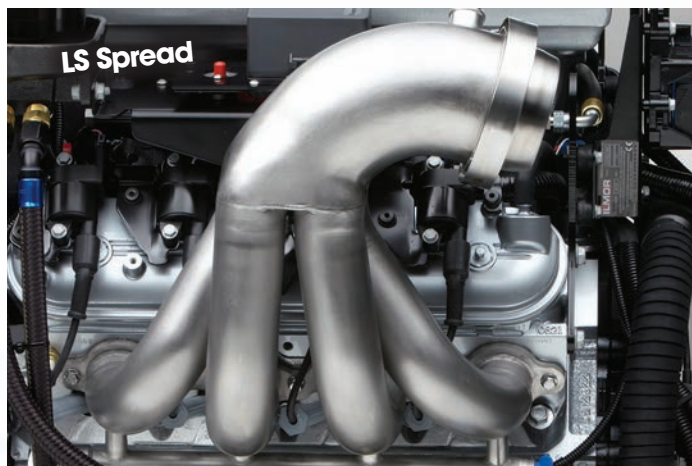
Satin finish

Part Number 13156

Full polish

Part Number 13157

LS Spread



## Small Block E-Top Headers

Satin finish

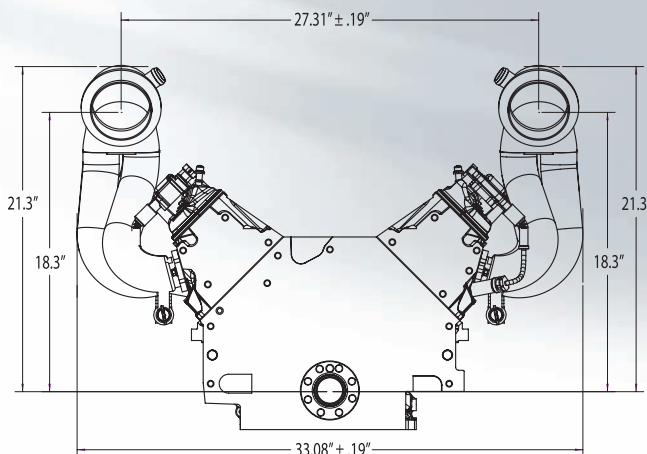
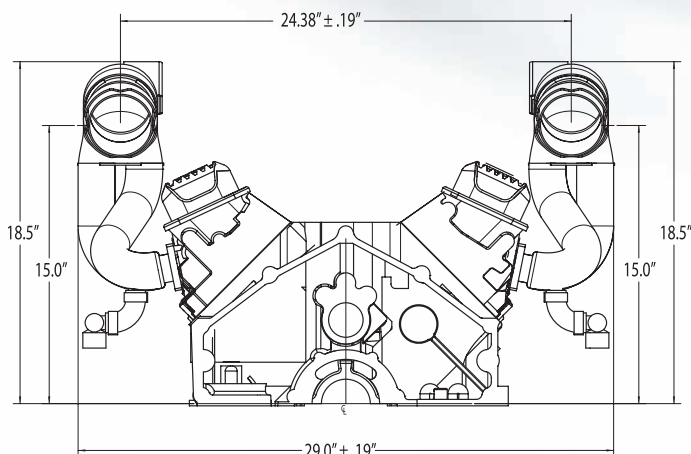
Part Number 13178

Full polish

Part Number 13179

## Small Block E-Top Features:

- ◆ Compatible with GM Small Block
- ◆ A direct replacement for heavy, highly restrictive cast iron exhaust manifolds
- ◆ Performance gains in both horsepower and mid-range torque
- ◆ Increased Fuel Efficiency
- ◆ Lighter weight 316L stainless steel
- ◆ Available in satin or polished finish
- ◆ Patented "Cool Collar" design provides a short hot section at the flange, which helps minimize the possibility of water ingestion in to the engine





# HEADER ACCESSORIES

## **CMI Brackets**

- ◆ Shift "starboard"
- ◆ Ignition "port"
- ◆ Oil pads "port"

NOTE: Brackets and pads are stainless steel, all polished and welded on header, if requested.

### **Ignition Module Plate, Port Side**

Part Number 41220

### **Shift Bracket Plate, Starboard Side**

Part Number 28235

### **Oil Filter Bracket Pads, Port Side**

For stock MerCruiser oil filter bracket that is used with cast stainless steel elbow/riser  
Part Number 28450

## **Sensor Couplings**

### **Sensor Couplings for Oxygen Fitting**

Installed In Tailpipe or Header  
Part Number 41400

### **Oxygen Plug M18-1.5**

Part Number 19670J

### **Sensor Couplings for Pyrometer Fitting**

Installed In Tailpipe or Header  
Part Number 41401

### **Pyrometer Plug 1/8" NPT**

Part Number 19800

### **Coupling Oxygen Fitting, Not Installed**

Part number 19760P

### **Coupling Pyrometer fitting, Not Installed**

Part number 19630P

## **Gaskets**

See page 29 for gasket styles.

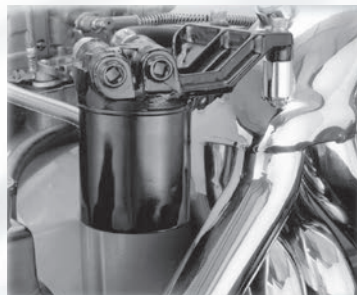
## **Miscellaneous Items**

### **Small Block Adapter Flange**

Part Number 28290

### **Machined Bolts for Adapter**

Part Number 38210



## **Header Bolts**

### **3/8"-16 x 1" Reduced Hex Stainless Cap Screw**

Manifold Attaching  
Part Number 38390

### **3/8"-16 x 1" Stainless Stage 8 Bolt**

Lock Retainer & C-Clip  
Part Number 38770

### **3/8"-16 x 1" Stainless Bolt**

With captured serrated lock washer  
Part Number 38305

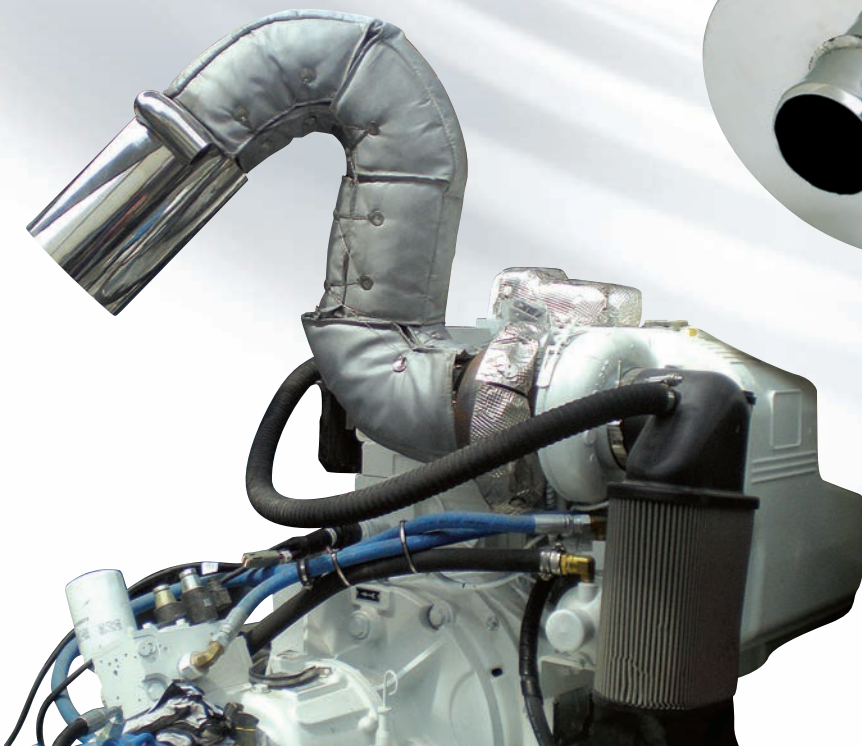
### **M8-1.25 x 20 Chrome/Moly. Hex Bolt (Metric)**

496 Header Attaching  
Part Number 38490



# STAINLESS STEEL DIESEL EXHAUST

- ♦ Water jacketed exhaust elbows
- ♦ Blanketed elbows
- ♦ Custom applications available
- ♦ Compatible with all engine manufacturers
- ♦ Various alloy options also available
- ♦ Many finish options
- ♦ Exhaust Tips
- ♦ Risers
- ♦ All exhaust risers and wet or dry elbows are custom built, so CMI can supply a system to any specifications
- ♦ Passivated for extra corrosion resistance
- ♦ Available in Inconel or Titanium





# CMI TAILPIPES™ ALL SYSTEMS

## Build Information

Fully-polished, precision-matched CMI tailpipe sets include pipes for both port and starboard exhausts. CMI Tailpipe sets include all of the V-band clamps, sealing gaskets, retaining bolts, jumper hoses and hose clamps required for installation. All CMI tailpipe sets are fully polished. Exhaust tips and connecting hoses are not included.

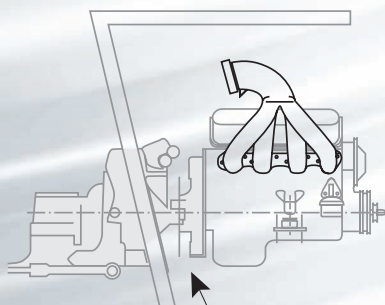
CMI Tip-Style tailpipes are standard for most exhaust applications when connecting to existing transom tips. For proper application and fit, header collector height and transom hole layout are both measured and used to determine if Tip Style tailpipes are required. A rubber connector hose is required to connect Tip-Style tailpipes to the transom tips. Use the CMI Exhaust System Build Guide to determine if CMI Tip Style tailpipes are required.

For applications that pose a risk for water reversion, CMI recommends using thru-hull tailpipes. Water reversion can occur in applications where tailpipe cooling ports are located near the engine exhaust ports. In these cases, exhaust scavenging draws cooling water from the tailpipe into the engine, which can cause premature engine failure. Thru-Hull tailpipes will minimize the potential for reversion. In extreme applications where engine positioning creates a risk of water reversion, a “completely dry tailpipe” is required. Fully-welded CMI Completely Dry tailpipes divert all water entering the system to an external dump valve which helps prevent the water from flowing into the engine.

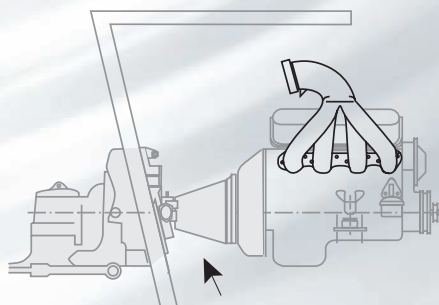
All CMI tailpipes are designed to fit standard Mercruiser and after-market Bravo Drive or transmission applications.

# 1

## BRAVO DRIVE OR TRANSMISSION



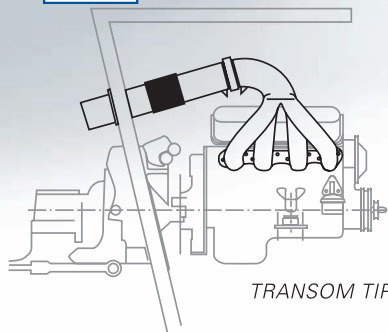
BRAVO DRIVE



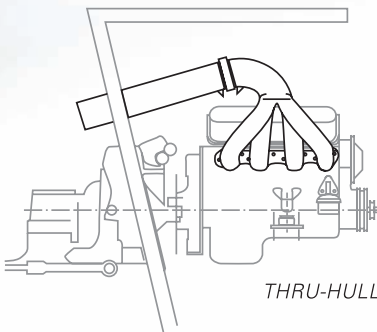
TRANSMISSION

# 2

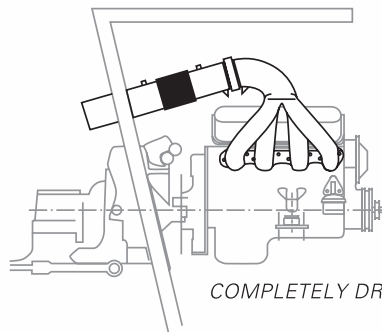
## TRANSOM TIP, THRU-HULL OR COMPLETELY DRY



TRANSOM TIP



THRU-HULL



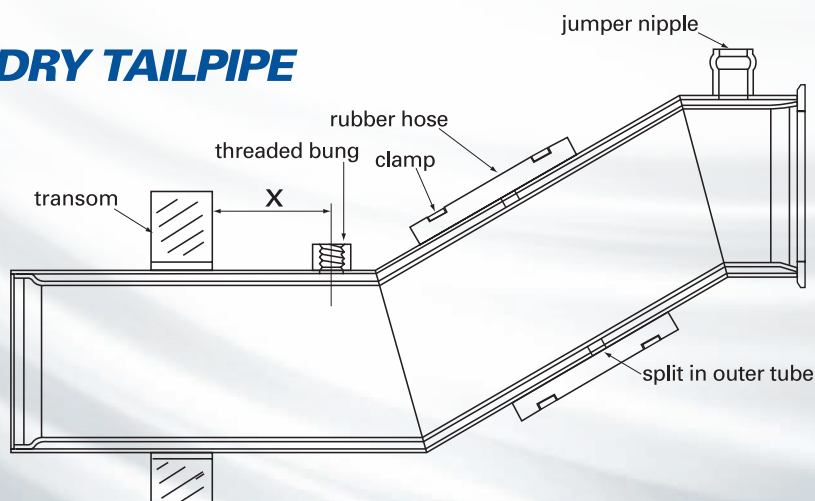
COMPLETELY DRY

See detail on next page.



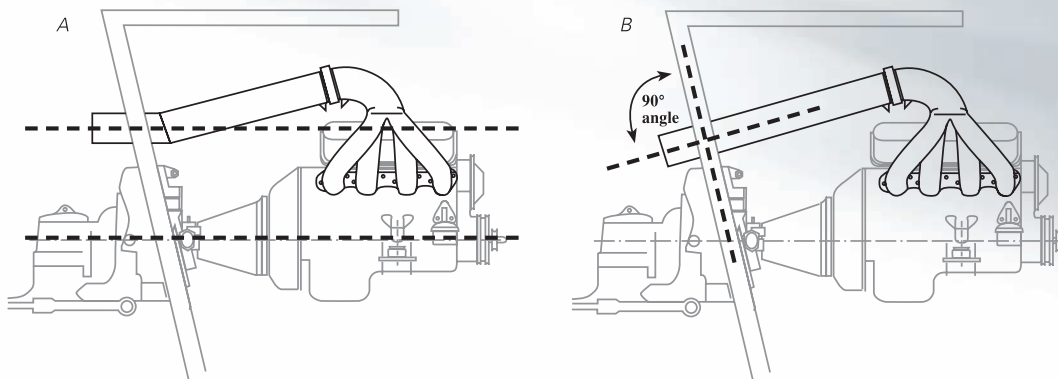
|                       | DESCRIPTION  | ADVANTAGE   | DISADVANTAGE  |
|-----------------------|--|---|---|
| <b>TIP-STYLE</b>      | Cooling water and exhaust gasses are mixed together just inside the transom. The Tip-Style tailpipe connects to a single wall transom tip with a rubber hose.  | Tip-Style tailpipes are the most common type of tailpipe, usually provided with engine packages from OEM. Typically Tip-Style tailpipes are the lowest in price and the quietest of the different types of tailpipes. | Mixing water close to the motor could result in water reversion in higher horsepower motors.            |
| <b>THRU-HULL</b>      | Cooling water and exhaust gasses are mixed together outside the transom. No separate transom tips are needed.  | Thru-Hull tailpipes will typically produce more horsepower. Thru-Hull style tailpipes also have less of an opportunity for water reversion.   | Exact transom hole measurements are critical for a proper fit.  |
| <b>COMPLETELY DRY</b> | Cooling water and exhaust gasses do not mix. Cooling water is routed out a dump hose to the outside of the boat away from the system. Because of metal expansion and contraction, a split is applied to the outside tubing to enclose the water jacket to eliminate any opportunity for metal fatigue. | Virtually eliminate any opportunity for water reversion and produce the highest horsepower.   | Require additional plumbing for through hull applications. Extremely loud. Mufflers are not compatible. |

## COMPLETELY DRY TAILPIPE



## 3 PARALLEL VS. PERPENDICULAR

Illustration A represents a parallel tailpipe exit. The tailpipe tip is exiting the boat parallel to the crankshaft line. Illustration B represents a perpendicular (90° angle) tailpipe exit. The tailpipe tip is exiting the boat perpendicular to the transom angle.



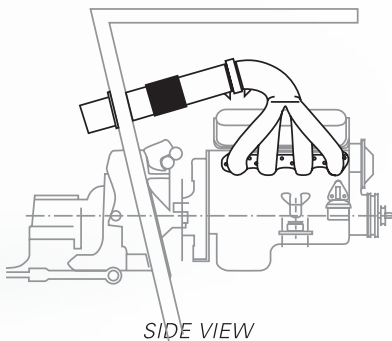


# TAILPIPES

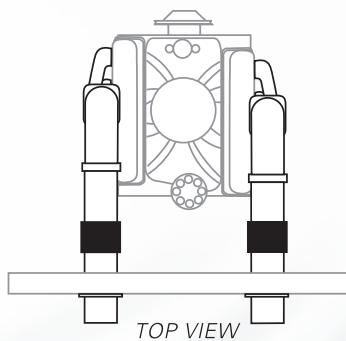
## 4

### STRAIGHT, ONE ANGLE, TWO ANGLE & S-PIPE

STRAIGHT PIPE

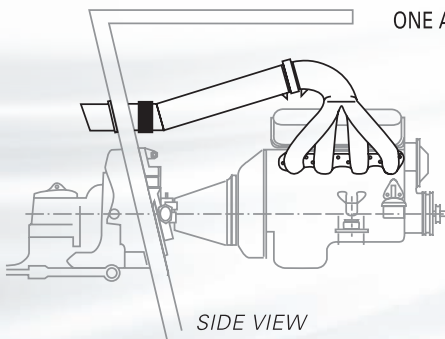


SIDE VIEW

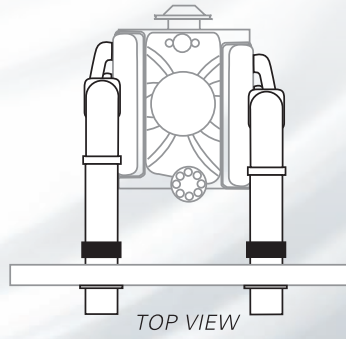


TOP VIEW

ONE ANGLE PIPE

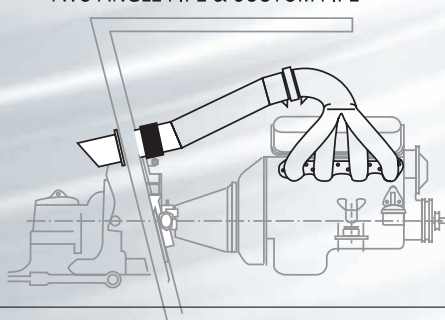


SIDE VIEW

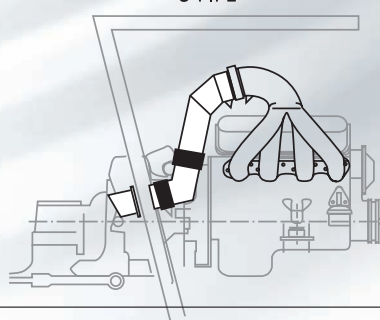


TOP VIEW

TWO ANGLE PIPE & CUSTOM PIPE

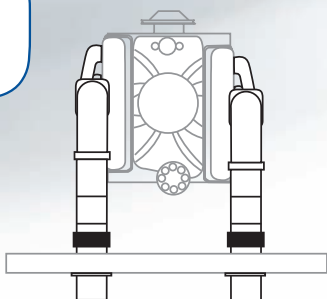


S-PIPE

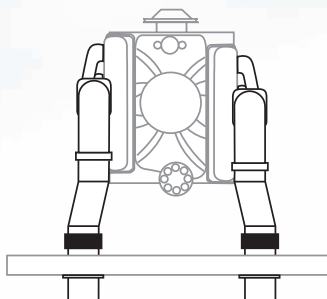


## 5

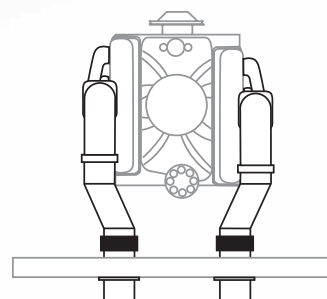
### OFFSET DIRECTION



STRAIGHT



OUTBOARD OFFSET



INBOARD OFFSET

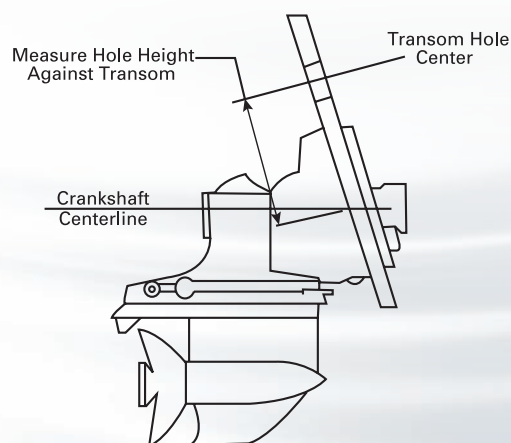
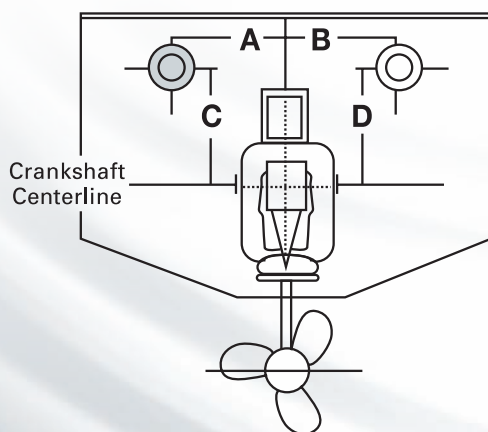
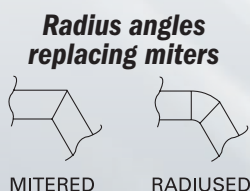


# TAILPIPES

## CMI Tailpipe Measurement Guide

All vertical dimensions are for standard height manifolds and taken on the outside of the transom with ruler flat against transom. CMI requires precise measurements to ensure system fit. Plus or minus transom measurements indicate minimum

and maximum dimensions in which tailpipe transom holes may be specified. Radius angles are an additional charge. See Measurement Guide for instructions to measure tailpipe installation.



CORRECT MEASUREMENT METHOD

## Big Elbow Top & Big Tube Race Systems

### Bravo Drive Applications

(Dimensions listed are for 9.8" deck block & standard GM head castings.)

### Thru-Hull

### Transom Hole Locations (see chart above)

|   | A  | B  | C                        | D                        |
|---|--|--|--------------------------|--------------------------|
| <b>Race Straight Pipe</b><br>Tailpipe set (straight) polished   | $13 \frac{5}{8} \pm \frac{1}{4}"$                            | $13 \frac{5}{8} \pm \frac{1}{4}"$                            | Varies                   | Varies                   |
| <b>Race One Angle Pipe</b><br>Tailpipe set (straight) polished  | $13 \frac{5}{8} \pm \frac{1}{4}"$                            | $13 \frac{5}{8} \pm \frac{1}{4}"$                            | Varies                   | Varies                   |
| <b>Race Custom Two Angle Pipe</b><br>Tailpipe set (straight) polished<br>Tailpipe set (offset) polished | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm 3"$ | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm 3"$ | $13 \frac{7}{16} \pm 3"$ | $13 \frac{7}{16} \pm 3"$ |

# TAILPIPES

## Standard Elbow Top & Sport Tube Systems

### Bravo Drive Applications

(Dimensions listed are for 9.8" deck block & standard GM head castings.)

### Transom Hole Locations

| <b>Transom - Tip</b>   | <b>A</b>   | <b>B</b>   | <b>C</b>  | <b>D</b>   |
|--|--|--|---|--|
| <b>Standard MerCruiser</b><br><b>Bravo Hole Opening</b><br>Tailpipe set polished                   | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | $13 \frac{7}{16} \pm \frac{1}{4}"$  | $13 \frac{7}{16} \pm \frac{1}{4}"$   |
| <b>Straight Pipe</b><br>Tailpipe set polished  | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | <b>E-Tops:</b> $14 \pm \frac{1}{4}"$<br><b>Sports:</b> $11 \frac{9}{16} \pm \frac{1}{4}"$ | <b>E-Tops:</b> $14 \frac{11}{16} \pm \frac{1}{4}"$<br><b>Sports:</b> $12 \frac{1}{2} \pm \frac{1}{4}"$ |
| <b>One Angle Pipe</b><br>Tailpipe set (straight) polished  | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | Varies  | Varies   |
| <b>Custom Two Angle Pipe</b><br>Tailpipe set (straight) polished<br>Tailpipe set (offset) polished | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm \frac{1}{4}"$ | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm \frac{1}{4}"$ | $13 \pm 3"$   | $13 \pm 3"$  |

Double Miter Charge for C&D between 5" & 10"

|   |  |  |                            |                            |
|---|--|--|----------------------------|----------------------------|
| <b>S-Pipe</b><br>Tailpipe set (straight) polished<br>Tailpipe set (offset) polished | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm 10/-2"$ | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm 10/-2"$ | 2" above crank CL $\pm 3"$ | 2" above crank CL $\pm 3"$ |
|---|--|--|----------------------------|----------------------------|

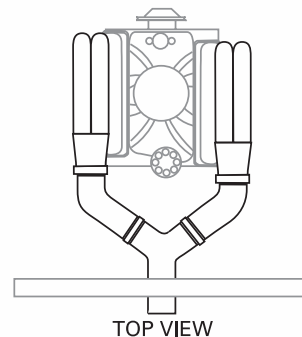
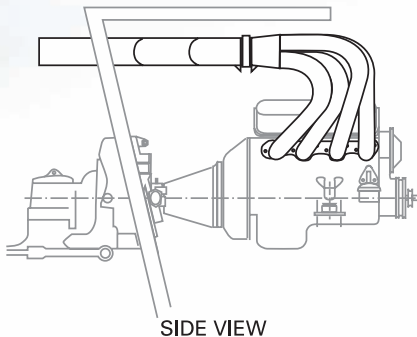
### Thru-Hull

|  |  |  |   |  |
|--|--|--|---|--|
| <b>Straight Pipe</b><br>Tailpipe set polished  | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | <b>E-Tops:</b> $14 \pm \frac{1}{4}"$<br><b>Sports:</b> $11 \frac{9}{16} \pm \frac{1}{4}"$ | <b>E-Tops:</b> $14 \frac{11}{16} \pm \frac{1}{4}"$<br><b>Sports:</b> $12 \frac{1}{2} \pm \frac{1}{4}"$ |
| <b>One Angle Pipe</b><br>Tailpipe set polished   | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | $13 \frac{5}{8} \pm \frac{1}{4}"$                                      | Varies  | Varies   |
| <b>Custom Two Angle Pipe</b><br>Tailpipe set (straight) polished<br>Tailpipe set (offset) polished | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm \frac{1}{4}"$ | $13 \frac{5}{8} \pm \frac{1}{4}"$<br>$13 \frac{5}{8} \pm \frac{1}{4}"$ | $13 \frac{7}{16} \pm 3"$  | $13 \frac{7}{16} \pm 3"$   |

### Y-Pipe (Straight Stinger)

Tailpipe Set 4 1/2" Collector headers (radiused) polished, Rope Seal Style

Tailpipe Set 4" Collector headers (radiused) polished, "O" Ring Style

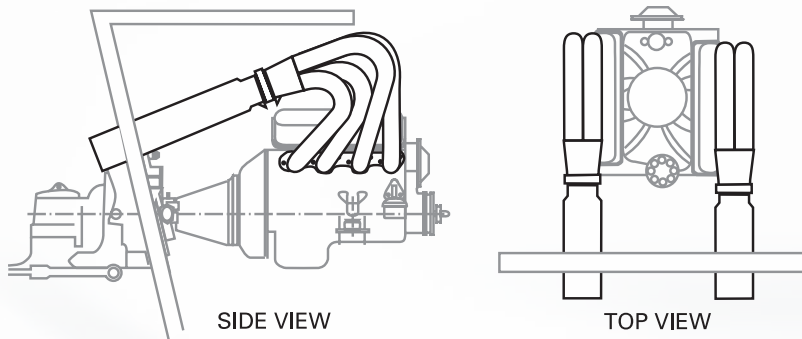




# TAILPIPE ACCESSORIES

## **Stepped Tailpipe Addition** *Price increases with each diameter increment increase*

Stepped tailpipe option for one set  
Part Number 39160



## **Forward Engine Tailpipe Support Systems**

**Forward Engine Tailpipe Stagger & Triple**  
Support bracket system required for all forward engine applications

**Clamp On Head Mount**  
Part Number 13000

**Clamp On Transmission Mount**  
Part Number 13001

## **Sensor Couplings**

**Sensor Couplings for Oxygen Fitting**  
Installed In Tailpipe or Header  
Part Number 41400

**Oxygen Plug M18-1.5**  
Part Number 19670J

**Sensor Couplings for Pyrometer Fitting**  
Installed In Tailpipe or Header  
Part Number 41401

**Pyrometer Plug 1/8" NPT**  
Part Number 19800

**Coupling Oxygen Fitting, Not Installed**  
Part number 19760P

**Coupling Pyrometer fitting, Not Installed**  
Part number 19630P

**3/4" NPT Female Fitting Installed into Tailpipe**  
For External Cooling Water Dump  
Part Number 39990

**1" NPT Female Fitting Installed Into Tailpipe**  
For External Cooling Water Dump  
Part Number 19300

**Gaskets – see page 29**

## **Flex Flare Adapters**

**Flex Flare/Mercury Adapter Ring Kit**  
Part Number 41018

**Sweeper Flex Flare/Mercury Adapter Ring Kit**  
Part Number 41014

**QC4v Adapter Ring Kit**  
Part Number 44204



# MUFFLERS

## CMI Sound Elimination System



CMI Sound Elimination mufflers offer proven sound reduction technology that enables boaters to operate their performance boats in areas where sound emissions are restricted.

This system should reduce sound emissions to levels as low as 85 decibels (dB) in many applications, which is below most sound emission regulations. The mufflers are engineered to reduce sound without restricting the exhaust or creating unwanted back pressure, which can inhibit the engine from reaching peak performance power.

Mufflers can be installed on any exhaust system with tailpipes ranging from four to six-inches in diameter, which covers the full range of inboard or stern drive-powered recreational and performance boat applications up to 1200 horsepower. CMI Sound Elimination Systems mufflers are made from 304

series stainless steel, and have fewer moving parts than competitive models to ensure long-lasting durability and reliability for nearly any application.

Clamp-on options include a 4" model to fit tip-style tailpipes; a 4 ½" model to fit thru-transom tailpipes; and a 5" model for larger tailpipe diameters primarily used with CMI Big Tube Racing Header Systems.

| Part #       | Mount Style  | O.D.<br>(tail dia.) | Can Diameter | HP<br>(Horsepower) |
|--------------|--------------|---------------------|--------------|--------------------|
| <b>39110</b> | Clamp-on     | 4"                  | 5"           | < 500              |
| <b>39111</b> | Thru-Transom | 4"                  | 6"           | > 500              |
| <b>39112</b> | Clamp-on     | 4 ½"                | 5"           | < 500              |
| <b>39113</b> | Clamp-on     | 4 ½"                | 6"           | > 500              |
| <b>39114</b> | Clamp-on     | 5"                  | 6"           | > 500              |
| <b>39104</b> | Clamp-on     | 4"                  | 6"           | > 500              |

## CMI Aft Fire System\*

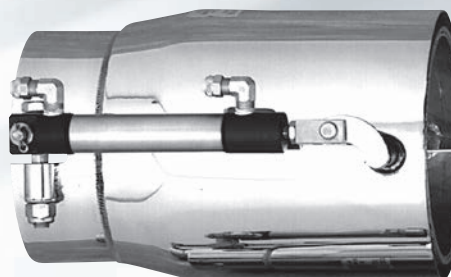
CMI Aft Fire silencers allow the operator to muffle high decibel sound waves emitted through the exhaust with simply a flip of a switch. Aft Fire stainless steel silencers feature a fully-polished, mirror-like finish and can be installed on most gas or diesel engine applications. Heavy duty shaft and butterfly valves are standard to meet requirements of high-horsepower propulsion systems. CMI Aft Fire Systems are pneumatically operated, eliminating the risk of electrical spark hazards.

### Aft Firing Sound Choice Silencer

Fits 4" O.D. tailpipes & transom exhaust tips  
Part Number 13365

### Aft Firing Sound Choice Silencer

Fits 4 ½" O.D. tailpipes & transom exhaust tips  
Part Number 13305



### Aft Firing Sound Choice Silencer

Fits 5" O.D. tailpipes & transom exhaust tips  
Part Number 13740

\* Requires the use of:  
**Pneumatic Pump Kit**  
Part number 13275



# SWITCHABLE SYSTEMS

## Electric Diverters

- ♦ Uses less than 2 amps
- ♦ For use on Big Blocks, Small Blocks & V-6s
- ♦ Reinforced butterfly, shafts, bushings & seals
- ♦ Many finishes to choose from: polished, satin, and a variety of powdercoated colors
- ♦ 3 Year Limited Warranty

CMI has developed a cost-effective electronic diverter that is not only made of high grade materials, but uses less than 2 amps to operate. The diverter has no amperage draw in the open or closed position.

Diverters allow the operator to switch from the original thru-prop exhaust to straight exhaust pipes for improved performance. Shafts, bushings, seals and the butterfly components have

all been enhanced for durability and trouble-free service. The diverter can be completely rebuilt, and contains the same replaceable components as CMI's new transom tip.

This new electronic diverter and the optional electronic cover is being offered in a polished, satin or powder coat finish. Custom Marine is capable of developing special diverter systems for transom or side exit exhaust tips. Contact Custom Marine to discuss your diverter and exhaust tip needs. We will be glad to quote you on a superior system at a very competitive cost.



## Pneumatic Diverters

### CMI 496 Diverter/ "Y" Pipe for Factory OEM Engine Installations

CMI Diverter Y-Pipes conveniently allow the operator to switch from straight exhaust pipes to the original thru-prop exhaust system when quieter operation is required. CMI Y-pipes with coned ends make hose assembly easy on all 496 engine applications equipped with factory riser systems, transom tips, Mercruiser Bravo-style drives and a bullhorn. The Y-pipe design also allows users to add a free breathing exhaust tip to the assembly. CMI recommends installation of baffled tips for most applications.

#### 496 Diverter w/Pneumatic Cylinder Activation

Part Number 39285

#### Y-Pipe Without Diverter

Part Number 39305



## CMI Internal Sound Choice System™

All CMI Sound Choice Tailpipes are water jacketed to minimize water reversion.

#### Sound Choice Tailpipe Set For Elbow Top System

Bravo and Alpha-type drives  
Part Number 39900

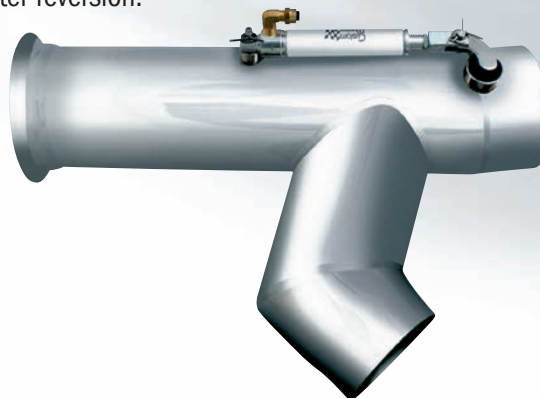
#### Sound Choice Tailpipe Set For Mercury Racing 525 EFI/600 SCi

Part Number 39896

#### Sound Choice Tailpipe Set For Sport Tube Systems

Part Number 39893

\* Requires the use of:  
**Pneumatic Pump Kit**  
Part number 13275



# PNEUMATIC ACCESSORIES

## **Solenoid Valve**

Part Number 50290

## **Pump Only**

Without switch

Part Number 13015

## **Pneumatic Nylon Tubing With T-Fitting Kit**

Adds one Sound Choice set

Part Number 41280

## **Pneumatic Nylon Tubing With Connector Union**

Fitting kit. Extends pump air line 15 ft.

Part Number 41140

## **Pneumatic Activation Cylinder With AirLine Fittings**

Aft Fire

Part Number 41030

## **Pump Kit With Switch**

Pneumatic activation with line & fitting kit for installing Internal or Aft firing Sound Choice Systems

Part Number 13275



## **Pneumatic Activation Cylinder**

Internal Sound Choice

Part Number 41310

## **Pneumatic Nylon Tubing**

Part Number 50450

## **Pneumatic Line Fitting**

Includes 90° brass for activation cylinder, line sealing nuts

Part Number 19110

## **Pneumatic Line-joining 3-Way T-fitting brass**

Includes line sealing nuts

Part Number 54670

## **Line Sealing Nut With Plastic Guide Sleeve**

Part Number 38130

## **Internal Sound System Rebuild Kit**

Kit includes parts & hardware to rebuild Internal Sound Choice silencer. Pneumatic cylinder not included.

Part Number 41380



## **Internal Sound System Rebuild Kit**

Kit includes parts & hardware to rebuild Internal Sound Choice silencer. Pneumatic cylinder not included.

Part Number 41390



## **Clevis for Pneumatic Cylinder**

Aft Fire

Part Number 50130

## **Clevis for Pneumatic Cylinder**

Internal Sound Choice System

Part Number 38610

## **Bushing Internal Sound Choice**

Part Number 38420

## **Seal Internal Sound Choice**

Part Number 38530



# CMI TRANSOM TIPS



## CMI Transom Tips

CMI offers both baffled and non-baffled stainless steel transom tips to fit most marine engine installations. CMI's baffled transom tips, available in either straight cut or down-turned configurations, include a replaceable internal flapper which acts as a noise reducer and qualifies as a baffle as required by warranty. Tailpipe to tip connection hose not included. Contact CMI to order custom tips.



Part #: 39105



Part #: 39135

- ♦ **Flapper Style Tips:** Both an external (shown) and an Internal not shown are available. Designed to protect against water ingestion
- ♦ **Baffle style tips:** Available in single baffle design or multiple baffle to reduce exhaust noise and protect against water ingestion
- ♦ **Turbo Tips:** Designed to reduce sound levels and produce a mellow exhaust note verses a harsh tone
- ♦ **Down turned tips:** Custom design and length available to suit most applications

## DOWNTURNED TIPS

| Part # | Style         | Tip Size | Distance Out | Length |
|--------|---------------|----------|--------------|--------|
| TBD    | 4" Clamp on   | 4"       | 9"           | 14"    |
| TBD    | 4" Clamp on   | 4"       | 9"           | 18"    |
| TBD    | 4" Tip style  | 4"       | 6 ½"         | 14"    |
| TBD    | 4" Tip style  | 4"       | 6 ½"         | 18"    |
| 39133  | 4 ½" Clamp on | 4 ½"     | 9 ½"         | 14"    |
| 39134  | 4 ½" Clamp on | 4 ½"     | 9 ½"         | 18"    |
| 39136  | 5" Clamp on   | 5"       | 10"          | 14"    |
| 39137  | 5" Clamp on   | 5"       | 10"          | 18"    |

### Baffled Tip, Straight-Cut

Part Number 39105

### Tip, Down-Turned

Part Number 39135

### Polished Stainless Steel Exhaust Tip

With Single Plane Baffle

Part Number 39295



Part #: 39126

### Rebuild Kit for 39295

Includes single Plane Baffle & Rubber Flap

Part Number 41320

### 4" diameter Polished SS Exhaust Tip

Angle End

Part Number 39221

### 4" diameter Polished SS Exhaust Tip

Straight End

Part Number 39213



Part #: 39215

### XTS Muffler

Part Number 39470

### Flapper Tip, External

Part Number 39215

### Turbo Tip

Part Number 39126



Part #: 39470

# ACCESSORIES

## CMI Standard Round Trim Rings & Gaskets

### 4" Ring Kit

Part Number 41230

### 4 ½" Ring Kit

Part Number 41070

### 5" Ring Kit

Part Number 41090

### 6" Trim Ring Kit

Part Number 41430

### 4" Gasket only

Part Number 34200

### 4 ½" Gasket only

Part Number 34210

### 5" Gasket only

Part Number 34220

## CMI Custom Trim Rings & Gaskets

All CMI custom ring and gasket kits include drilled, counter-sunk and polished rings and rubber gaskets.

### Elliptical Ring Kit

Part Number 41240

### Shotgun Style Kit

Part Number 13089

## CMI Floating Tailpipe Trim Rings

### 4" Tailpipe Trim Ring

Part Number 44014

### 4 ½" Tailpipe Trim Ring

Part Number 44015

### 5" Tailpipe Trim Ring

Part Number 44016

### Universal Silicone Gasket

Part Number 44017

## Fittings

### ¾" NPT to 1" Hose, Straight

Part Number 19650

### 1" Hose to 1" Hose Barb, 90°

Part Number 19330

### 1 ¼" NPT to 1 ⅜" Hose Barb, 90°

Part Number TBD

### ¾" NPT to 1" Hose, 90°

Part Number 19580

### 1 ¼" NPT to 1 ⅜" Hose Barb, Straight

Part Number TBD

### 1 ¼" NPT to 1 ⅜" Hose Barb, 130°

Part Number TBD

### 1" NPT to ¾" NPT Adapter

Part Number 19600

### 1 ¼" NPT to 1 ⅜" Hose Barb, 30°

Part Number TBD

### 1 ¼" NPT to 1 ⅜" Hose Barb, 150°

Part Number TBD

### ¾" NPT Plug

Part Number 19140

### 1 ¼" NPT to 1 ⅜" Hose Barb, 45°

Part Number TBD

### 1 ¼" NPT to 1 ⅜" Hose Barb, 180°

Part Number TBD

### 1" NPT Plug

Part Number 19155

### 1" Hose to ¾" Hose Barb, 90°

Part Number 19100

### 1 ¼" NPT to 1 ⅜" Hose Barb, 60°

Part Number TBD



## Water Systems

### Water Pick Ups

Water Pick Up,  
Rotary Adjustment  
Part Number 39205



Rotary

Water Pick Up,  
Vertical Adjustment  
Part Number 39200



Vertical

### Sea Strainer

Sea Strainer  
Part Number 39146





# PARTS

## Clamp Kits

### Elbow Top Clamp Kit

Includes jumper hoses, clamps & gasket, T-bolt & nut  
Part Number 36190

### Sport Tube/Sweeper Clamp Kit

Includes jumper hoses, clamps & gasket, T-bolt & nut  
Part Number 36270

### Big Tube/Big Elbow Top Clamp Kit

Includes jumper hoses, clamps & gasket, T-bolt & nut  
Part Number 41025

### Rope Seal Clamp Assembly Kit

Includes bridge spacer, jumper hose & clamps, T-bolt & nut  
Part Number 41160

### Rope Seal Clamp Assembly Kit Big Tube

Includes jumper hoses, clamps, T-Bolt nut & bridge spacer  
Part Number 36240

### New Style "Y" Pipe Clamp Kit

Includes 2 of each:  
Rope seal clamps, "O" rings and flared rings  
Part Number 41450

### Small Block Clamp Kit

Includes jumper hoses, clamps & gasket, T-bolt & nut  
Part Number 36275

## Distribution Tubes

### Distribution Tube Molded Rubber

Part Number 30180

### Stainless Steel Distribution Tube Kit E-Tops & Sport Tubes

Part Number 41250

### Stainless Steel Distribution Tube Kit Big Tubes

Part Number 41440

## Bridge Spacers

### Bridge Spacer

Part Number 44120

### Bridge Spacer Big Tube

Part Number 44140

## Clamps & Hardware

### Elbow Top Clamp, T-Bolt & Nut

Part Number 36060

### T-Bolts 1/4" & nut

Part Number 38030, 38080

### Sport Tube/Sweeper Clamp, T-Bolt & Nut

Part Number 36260

### T-Bolt 5/16" -18 & Nut Sweeper

Part Number 38980, 54900

### Big Tube/Big Elbow Top Clamp, T-Bolt & Nut

Part Number 36150

### T-Bolt & Nut 5/16" Big Tube

Part Number 38430, 38110

### Rope Seal Clamp, T-Bolt & Nut Kit

Part Number 36140

### Big Tube Rope Seal Clamp, T-Bolt & Nut Kit

Part Number 36210

### Small Block Clamp, T-Bolt & Nut

Part Number 36080

## Rope Seals

### Rope Seal (standard)

Part Number 50340

### Rope Seal (graphite)

Part Number 50350

### Rope Seal (standard) Big Tube

Part Number 38120

### Rope Seal (graphite) Big Tube

Part Number 50610

## CMI Tube Top Split System Parts

### 115° Jumper Hose (need 3)

(Connects Upper to Lower)

Part Number 32040

### 180° Jumper Hose (need 1)

(Connects Upper to Lower)

Part Number 32050

### Split Flange

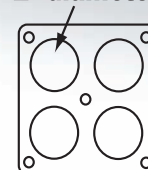
Gasket

(need 1)

Part Number

34170

2" diameter



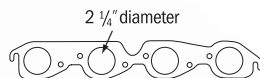
# GASKETS & PARTS

## Header Gaskets

### Big Tube

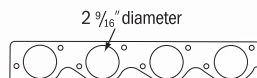
#### Head to Adapter Flange Gasket for 2 1/8" 2 1/4" Big Tube

Part Number 34040



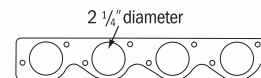
#### Adaptor to Header 2 3/8" Big Tube Gasket

Part Number 34050



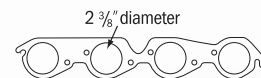
#### Adaptor to Header Gasket for 2 1/8" & 2 1/4" Big Tube

Part Number 34060



#### Head to Adapter 2 3/8" Big Tube Gasket

Part Number 34070



### E-Tops & Sport Tube Engines

#### Standard Head Flange Gasket

Fits T.P.S., E-Tops, Tube Tops & Sport Tubes  
Part Number 34160

#### Sweeper Header to Head Gasket

Part Number 34360

### Small Block Engines

#### Small Block Chevrolet Adapter Flange Gasket

Part Number 34080

#### Small Block Chevrolet Square Port Flange Gasket

Part Number 34090

#### Small Block Chevrolet Round Port Flange Gasket

Part Number 34130

#### LS Series Gasket

Part Number 34005

## Tailpipe Gaskets

#### Elbow Top FF Gasket 4" I.D. x 5" O.D.

Part Number 34190

#### Sport Tube/Sweeper FF Gasket 4 1/16" I.D. x 5 1/8" O.D.

Part Number 34350

#### Big Tube FF Gasket 4 1/2" I.D. x 5 3/4" O.D.

Part Number 34280

#### Small Block Gasket 3 5/8" I.D. x 4 5/8" O.D.

Part Number 34230

## Hoses and Clamps

### Hoses

#### 180° Jumper Hose - 1 1/8" I.D.

Part Number 32100

#### Jumper Adapter, 1" 90° to 1 1/8" Straight, "L" Hose

Part Number 32110

#### 180° Jumper Hose Big Tube - 1 3/8" I.D.

Part Number 32200

#### Cooling Jumper Hose - 1 1/4" I.D.

Part Number 32080

#### 90° Hose for Distribution Tube

Part Number 32030

#### Cooling Jumper Hose - 1" I.D.

Part Number 32010

### Stainless Steel Hose Clamps

#### SS Hose Clamps #8 NON-SERRATED

Part Number 36020

#### SS Hose Clamps #10 SERRATED

Part Number 36030

#### SS Hose Clamps #12 NON-SERRATED

Part Number 36090

#### SS Hose Clamps #16 NON-SERRATED

Part Number 36110

#### SS Hose Clamps #24

Part Number 36100





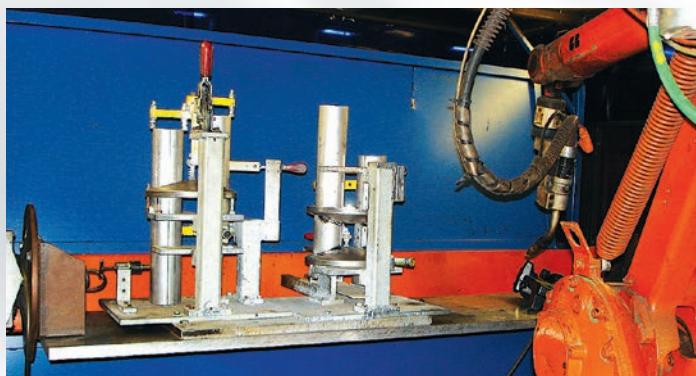
## CNC Tube and Pipe Bending

Forming tubular stainless steel, mild steel and other materials is a core competency of CMI



## Tube End Forming

Precision tube end forming can be accomplished through single or multiple hit end forming or rotary forming devices on small-to-large diameters



## Robotic / Manual Welding

CMI's fabrication experts have many years of precision welding experience utilizing state-of-the-art manual and automated welding equipment



## Industrial Mufflers

CMI is proud of its heritage as a designer and manufacturer of top-quality sound attenuation components and systems that have set the benchmark for quality and innovation



## Water Jet

Water Jet technology has become one of the most recent technologies for machining metal materials



## Engineering

CMI's design and engineering department is equipped with advanced CAD and product development systems which allow CMI the flexibility to deliver a full range of capabilities



# CMI STANDARD TERMS AND CONDITIONS

**DEFINITIONS:** As used in this document, the term 'Products' shall mean the item(s) offered for sale by Custom Marine Inc (CMI) as part of its regular business. The term 'Seller' shall mean CMI, and the term 'Buyer' shall mean the person or company purchasing Products from CMI.

**GOVERNING SALES CONTRACT:** These Terms and Conditions constitute the Sales Contract between Buyer and CMI with respect to the Products. No attempted modification or addition to these terms and conditions by Buyer is acceptable to or binding upon CMI and CMI hereby expressly rejects any such attempted modification or addition.

**PRICING:** All CMI listed prices are stated in U.S. dollars, f.o.b. Neenah, WI, and are subject to change without notice. Catalog prices do not include any crating or shipping costs. CMI is not responsible for printing errors. Freight charges included in any quote are subject to adjustment for actual cost incurred by CMI. For Products being shipped outside the continental limits of the United States, all expenses and fees relating to export/import shall be the responsibility of the Buyer. In addition to the purchase price, the Buyer agrees to reimburse CMI for any cost incurred as a result of:

- Changes in the Product or delays in delivery as requested by the Buyer
- Delays in delivery because the Buyer failed to provide requested information
- Changes in the laws, rules or regulations that apply to the Products, after the date of quotation

**PAYMENT TERMS:** All payments shall be in U.S. DOLLARS, without offset, back charge, retention or withholding of any kind. Unless otherwise agreed to, all invoices are immediately due and payable upon delivery of Products. Unless otherwise agreed to, all CMI orders are shipped C.O.D. (cashiers or certified check), unless use of an approved major credit card, or prepayment is arranged. Special custom orders require a 50% deposit prior to manufacturing the Product. Minimum order requirement is \$50, not including shipping charges. Any orders totaling less than \$150, may be assessed an additional \$50 service charge and any orders totaling more than \$150 but less than \$250 may be assessed an additional \$25 service charge; back orders excluded. Buyer shall pay to CMI all costs of collection incurred by CMI to collect any delinquent payment owed by Buyer, including court costs, expenses and attorney's fees.

**SHIPPING:** All CMI shipments will be made UPS Ground Collect, unless Buyer specifies otherwise. All shipments will be fully insured, unless declined in writing by the Buyer. If insurance is declined, the entire order must be prepaid before shipping. Any claims for lost or damaged goods must be made directly to the specific carrier. All shipping dates are estimates only, and are subject to change, based upon, but not limited to, production scheduling and material availability. CMI will make commercially reasonable efforts to meet any requested delivery date, but CMI shall not assume any liability if the date is missed. **IN NO EVENT SHALL CMI BE LIABLE FOR ANY DAMAGES OR CLAIMS FOR LOSS OF USE OR FOR ANY OTHER DIRECT OR CONSEQUENTIAL DAMAGES RESULTING FROM ANY DELAY IN DELIVERY REGARDLESS OF THE REASON(S).** Any Buyer who refuses delivery of any order, excluding damaged shipments, shall be required to pay the additional return freight charges and/or a 15% restocking fee. These charges must be paid in full before any future orders will be shipped. Products shall be inspected upon receipt. Failure of the Buyer to notify CMI of any defects within 30 days, or to permit CMI a reasonable opportunity to correct any defects, shall constitute acceptance of the Product.

**SHIPPING & HANDLING CHARGES:** For orders less than \$150.00, a shipping and handling charge of \$50 will be assessed. For orders between \$150 and \$250 a shipping and handling charge of \$25 will be assessed. Drop shipped orders are subject to additional surcharges.

**RETURN AUTHORIZATION:** For a 90 day period, subsequent to the original purchase date, a Buyer may call CMI to request a written authorization to return stock items. The Buyer must provide CMI with the invoice number, date and reason for returning the items. Unless otherwise agreed to, only the original Buyer will be allowed to return CMI Products for credit.

Upon CMI approval, the Buyer will receive authorization for the prepaid freight return of the Product(s) Buyer desires to return to CMI. After inspection to verify that the items are in a new, unused, salable condition, CMI will issue a credit to Buyer, less a 15% restocking fee, based on the original purchase price paid. All custom or special order items will not be accepted for return. The Product needs to be shipped to the following address:

Custom Marine Inc, 1315 County Road G, Neenah, WI 54956

**CANCELLATION:** Buyer can not terminate, cancel or modify any order, in whole or in part, except with CMI's written consent and then only upon terms and conditions which shall include protection of CMI against all loss in relation to such termination, cancellation or modification.

**FORCE MAJEURE:** CMI shall not be liable for any failure to perform hereunder if such failure is caused directly or indirectly, in whole or in part, by fires, floods and other acts of God; war, terrorism, or other hostilities; strikes or other labor disputes; work stoppages; accidents and casualties; inability to procure supplies, fuel and raw materials; delays in transportation, restrictions or regulations imposed by any governmental authority; quarantine or embargo; disease, illness, outbreak or plague including, without limitation, hoof-and-mouth disease; or any other cause beyond CMI's control, whether of the kind enumerated or otherwise.

**LIMITATION ON LIABILITY:** IN NO EVENT SHALL CMI BE LIABLE TO BUYER OR ANY THIRD PARTY FOR LOST PROFITS, INDIRECT, SPECIAL, PUNITIVE OR CONSEQUENTIAL DAMAGES, OR OTHER SIMILAR DAMAGES, WHETHER BASED IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, UNLESS CMI'S DIRECT ACTS RESULT IN THE INJURY TO, OR DEATH OF A PERSON. UNDER NO CIRCUMSTANCES SHALL CMI'S LIABILITY TO BUYER OR ANY THIRD PARTY FOR ANY CLAIM, LOSS OR DAMAGE WHATSOEVER EXCEED THE PRICE OF THE SPECIFIC PRODUCTS WHICH GAVE RISE TO SUCH CLAIM, LOSS OR DAMAGE.

**GOVERNING LAW AND VENUE:** This Sales Contract shall be construed under and governed by the laws of the State of Wisconsin. Any dispute, claim or litigation concerning or related to this Sales Contract (or the relations between CMI and the Buyer) shall be venued in a state or federal court situated in the State of Wisconsin and Buyer shall not remove any such litigation to another jurisdiction.

## WARRANTY

CMI warrants standard Elbow Top headers for a period of two years from the date of manufacture. All other headers and exhaust components are warranted for a period of one year. The limited warranty covers defects in material and workmanship, to the original buyer only. CMI will, at its option, replace or repair the product which, in the judgment of CMI, is defective. The product will be shipped at the buyer's expense. CMI shall not be liable for any cost of removal or installation. This warranty shall not apply if the product has been misused, abused, altered, neglected, improperly installed, or if repair work was performed by anyone other than CMI. This warranty does not apply to any product used for racing or military applications. CMI reserves the right to improve its products through changes in design and materials, without obligation to incorporate such changes in product of prior manufacture. CMI reserves the right to make these changes at any time, without obligation or liability, to owners of products of prior manufacture. CMI shall not be held responsible for any violation of state or local ordinances, pertaining to the use of its products. **THIS LIMITED WARRANTY IS GIVEN IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, ARISING UNDER THIS SALES CONTRACT OR BY LAW. CMI MAKES NO WARRANTIES EXCEPT THOSE SPECIFICALLY SET FORTH HEREIN. IN NO EVENT SHALL CMI BE LIABLE TO BUYER OR ANY THIRD PARTY FOR LOST PROFITS, INDIRECT, SPECIAL, PUNITIVE OR CONSEQUENTIAL DAMAGES, OR OTHER SIMILAR DAMAGES, WHETHER BASED IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, UNLESS CMI'S DIRECT ACTS RESULT IN THE INJURY TO, OR DEATH OF A PERSON. UNDER NO CIRCUMSTANCES SHALL CMI'S LIABILITY TO BUYER OR ANY THIRD PARTY FOR ANY CLAIM, LOSS OR DAMAGE WHATSOEVER EXCEED THE PRICE OF THE SPECIFIC GOODS WHICH GAVE RISE TO SUCH CLAIM, LOSS OR DAMAGE.**

**PRICES ARE SUBJECT TO CHANGE**





**IT'S ALL ABOUT PERFORMANCE!**



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