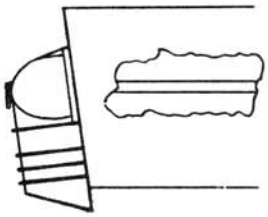
SALISBURY

MARINE MUFFLERS and EXHAUST-GARD COVERS*

NEOPRENE HYDRO-VAC EXHAUST SILENCERS

Salisbury's Hydro-Vac Silencers — the scientific solution to transom mount silencers. Exclusive Hydro-Vac design reduces excessive back-pressure at low speed or while idling. The relief chamber permits the exhaust gas to escape when the main chamber is blocked by water at idling speeds. At higher speeds, the venturi effects pulls the exhaust down the main chamber and vents it under water. The streamlined hydrofoil design of the Silencers offer a minimum of underwater drag, and the smooth flow of water around the hydrofoil shape actually pulls the exhaust gases out of the Silencer. Gas and diesel fumes are buried underwater along with the exhaust noise.

- **TRANSOM MOUNTED FOR EASE OF INSTALLATION**
- **FUMES DISPERSED UNDERWATER**
- **MADE OF NEOPRENE OR FIBERGLASS**
- **BUILT IN SPRAY DEFLECTORS**
- **EXCLUSIVE BACK-PRESSURE RELIEF CHAMBERS**
- **EXHAUST NOISE BURIED IN WAKE**



BEFORE ORDERING: (1) Select the model corresponding to the horsepower of your engine. If your engine is a V-8 using two exhaust outlets on the transom, select the model corresponding to one-half the horsepower rating of the engine. (2) Check the outside diameter of your exhaust flange with the inlet size of the Hydro-Vac model. (3) Measure the distance from the bottom of the exhaust flange to the bottom of the transom. Based upon the speed chart, see installation instructions, the Hydro-Vac silencer must project 1/2" to 3" beyond the bottom of the transom. NOTE: For Turbo-Charged Diesels use the 2 cycle horsepower rating.

TM200

SELECTION CHART

(1) Cat. No.	Gas	(2) Horsepower Diesel		Shipping Weight (Lbs.)	(3) Length From Bottom of Inlet	Inlet Size	Material
		2 Cycle	4 Cycle				
TM200	200	70	120	9	12" (305 mm)	5⅛" (130 mm)	Neoprene

Complete with brass mounting plate.

TM325

SELECTION CHART

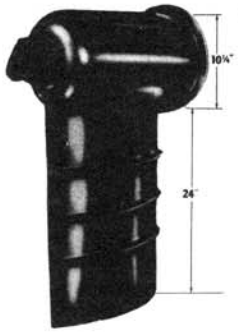
(1) Cat. No.	Gas	(2) Horsepower Diesel		Shipping Weight (Lbs.)	(3) Length From Bottom of Inlet	Inlet Size	Material
		2 Cycle	4 Cycle				
TM325	325	170	225	15	15" (381 mm)	5¾" (146 mm)	Neoprene

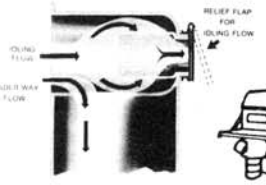
Complete with brass mounting plate.

FIBERGLASS HYDRO-VAC SILENCER

Salisbury's Fiberglass Hydro-Vac Silencer made of tough durable marine fiberglass offering maximum silencing for larger diesel and gasoline engines, the chamber with relief holes and exclusive flap valve design allows for ample exhaust flow while idling. At higher speeds the venturi pulls the exhaust down the main chamber and vents it underwater also shutting the flap valve.

TMD350 DIESEL





SELECTION CHART

(1) Cat. No.	Gas	(2) Horsepower Diesel		Shipping Weight (Lbs.)	(3) Length From Bottom of Inlet	Inlet Size	Material
		2 Cycle	4 Cycle				
TMD350	500	310	350	24	24" (610 mm)	10¼" (260 mm)	Fiberglass

TMD350 Muffler Shown Installed Below Swim Platform

FIBERGLASS CONNECTOR SLEEVE

Use these fiberglass connector sleeves between exhaust hose and Salisbury neoprene (rubber) mufflers—one set of stainless steel clamps is furnished with each connector to attach hose end only for the popular hose sizes. The connector is attached to the muffler with the clamps that are furnished with each Salisbury muffler.

To select proper connector measure inside diameter of exhaust hose and select connector with the same outside diameter. See chart.

Fiberglass sleeves carry fire ratings of self extinguishing under ASTM-D365.

Cat. No.	Size: Nominal Outside Diameter	Wall	Length	Number of Clamps	Wt. per Set Oz.
FC-20	2"	⅛"	4"	1	5
FC-25	2½"	⅛"	4"	1	6
FC-30	3"	⅛"	5"	1	7
FC-35	3½"	⅛"	5"	2	10
FC-40	4"	⅛"	6"	2	12
FC-45	4½"	⅛"	6"	2	14
FC-50	5"	⅛"	7"	2	16
FC-60	6"	⅛"	8"	2	20

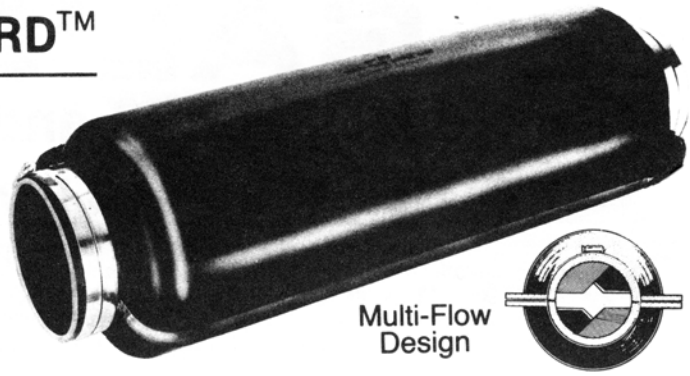
Set consists of one connector and number of clamps shown.

W. H. Salisbury & Co. Skokie, Illinois 60077

Salisbury's Multi-Flow MUFFLE-GARD™

Acoustic Marine Silencers

Eliminate Noise Fatigue with Salisbury Muffle-Gards Type



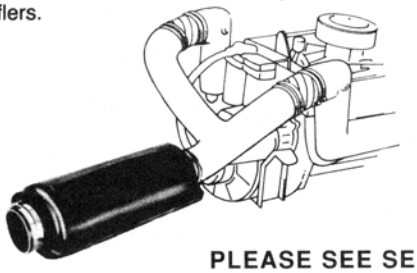
The Marine Mufflers that silence the exhaust **without stealing power**

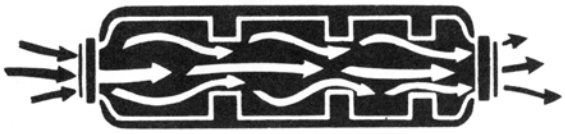
Back-pressure in all conventional marine mufflers causes a serious loss in engine RPM. Loss of engine RPM caused by back-pressure is like installing too large a propeller for the size of the engine. Both cause serious loss in efficiency, resulting in excessive wear, burned exhaust valves, and increased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

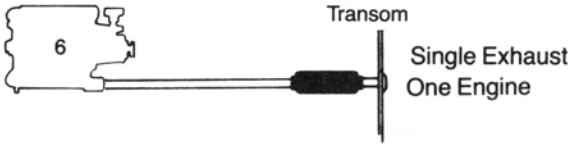
- The **scientific** solution to **quiet** boating.
- The muffler that **does not steal power** because of excessive back pressure.
- **Multi-Flow** acoustic method of noise suppression is a development of years of experience in the field.
- Manufactured of heat resistant neoprene, **impervious** to the corrosive acids contained in exhaust gases. **No metal** to corrode, rust, or suffer damage by electrolysis or freezing.
- **Flexible** neoprene construction **isolates** engine vibrations from the exhaust pipe and hull. **Elastic shape** expands and contracts with motor detonations to further reduce exhaust noise.
- **Easy to install**—a hacksaw and screwdriver are the only tools required. Stainless Steel clamps are furnished with each muffler.

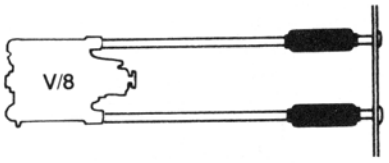


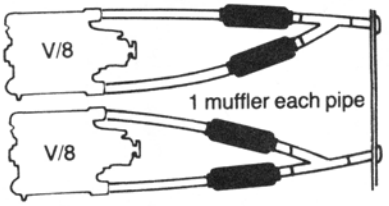


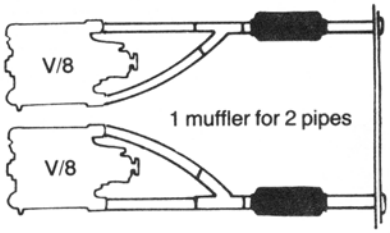
PLEASE SEE SELECTION CHART ON PAGE 3.

Typical Installations





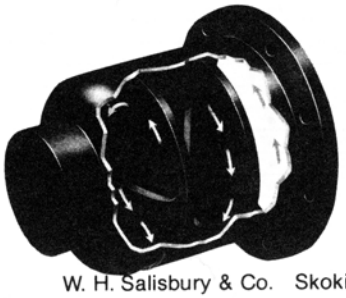




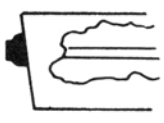
TRANSOM MOUNT MUFFLE-GARD™

Designed specifically to reduce the sharp exhaust noise of outdrive units. Mounts over the exhaust flange on the transom with a brass mounting plate. Excellent for boats with trim-tabs that cannot use an underwater silencer. Fits all flanges up to 6½" outside diameter.

Warranty Each Salisbury Exhaust Silencer is warranted to be free from defects in workmanship and material. It is designed to give satisfactory service when properly installed and water cooled. This warranty is limited to the replacement of any defective Exhaust Silencer returned to the factory. It is recommended that installation be tested for back pressure in accordance with motor manufacturers' specifications.



In Place



Selection Chart

Cat. No.	Horsepower 4 Cycle Gas	Horsepower 4 Cycle Diesel	Shipping Weight Lbs.	Length	Exhaust Flange Size
TM 160	160	75	4	7¼" (184 mm)	Up to 5½" (140 mm)
TM 195	195	90	6	9¾" (248 mm)	Up to 6½" (165 mm)

Complete with brass mounting plate.

MUFFLE-GARD SELECTION CHART

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.

Fiberglass connector sleeve–recommended to connect to hose (see page 1). No connector needed if muffler is attached to rigid pipe.

Easy installation—a hacksaw and screwdriver are the only tools required. Stainless steel clamps are furnished with each muffler. Detailed installation instructions furnished with each MUFFLE-GARD. Neoprene bushings, if required, are available to adapt to all exhaust pipe sizes.

Note: **Important**—Diesel engine installations and in particular turbo-charged engines must be checked for back pressure conformance to engine manufacturer's allowance. Any other muffler in the exhaust line should be removed to lessen the possibility of excessive back pressure.

Mufflers are elastomeric—I.D. will enlarge approx. ¼" also I.D. will compress as much as ¼".

Style A. Oval Design 

Style B. Round Design 

(1) Cat. No.	Style	(2) Horsepower 4 Cycle Gas up to	Diesel up to	Shipping Weight (Lbs.)	Size (Inches) Diameter Body	Flange	Length	Standard Inlet Outlet Size	(3) Bushing Required (Cat. No.)	(4) Exhaust Line Outside Diameters	Weight Per Pair of Bushing (Oz.)
*Note: Two cycle and turbo-charged diesels use next larger size muffler											
										For M 40 Model	
									EE	¾" to 1"	2¾
M 40	**A**	40	15	2	3" (76 mm)	5⅝" (143 mm)	8½" (216 mm)	1¾" (44 mm)	FF	1" to 1¼"	2
									GG	1¼" to 1½"	1
									None	1½" to 1¾"	—
										For M 90 Model	
									E	1¼" to 1½"	14
									F	1½" to 1¾"	11¾
M 90	**B**	100	45	3	5½" (140 mm)	6¼" (159 mm)	11½" (292 mm)	2⅞" (73 mm)	G	1¾" to 2"	9½
									H	2" to 2¼"	7
									I	2¼" to 2⅞"	4
									None	2½" to 2⅞"	—
										For M 120 Model	
									BB	1¼" to 1½"	16
									CC	1½" to 1¾"	14¼
									A	1¾" to 2"	11¼
M 120	**A**	120	55	4½	4½" (114 mm)	7" (178 mm)	13¼" (337 mm)	3⅛" (79 mm)	B	2" to 2¼"	9
									C	2¼" to 2½"	6½
									D	2½" to 2¾"	3¾
									None	2¾" to 3⅛"	—
										For M 165 Model	
									BB	1¼" to 1½"	16
									CC	1½" to 1¾"	14¼
									A	1¾" to 2"	11¼
M 165	**B**	165	80	5½	5½" (140 mm)	7" (178 mm)	15½" (394 mm)	3⅛" (79 mm)	B	2" to 2¼"	9
									C	2¼" to 2½"	6½
									D	2½" to 2¾"	3¾
									None	2¾" to 3⅛"	—
										For M 275 Model	
									HH	2¾" to 3"	20¾
									II	3" to 3¼"	17
M 275	**B**	275	140	16	8" (203 mm)	10" (254 mm)	23½" (597 mm)	4¼" (108 mm)	JJ	3¼" to 3½"	12¾
									KK	3½" to 4"	8½
									None	4" to 4⅜"	—
										For M 375 Model	
									LL	3¾" to 4"	26½
									MM	4" to 4¼"	21½
M 375	**B**	375	190	20	8½" (216 mm)	10½" (267 mm)	28½" (724 mm)	5¼" (133 mm)	NN	4¼" to 4½"	16
									OO	4½" to 4¾"	10½
									None	5" to 5⅜"	—
										For MD 510 Model	
									W	5" to $5\frac{5}{16}$"	36
									X	$5\frac{5}{16}$" to 5⅝"	27¾
MD 510	**B**	510	300	24	10" (254 mm)	12" (305 mm)	30" (762 mm)	6⅝" (168 mm)	Y	5⅝" to $5\frac{15}{16}$"	19
									Z	$5\frac{15}{16}$" to 6¼"	9¾
									None	6¼" to 6¾"	—

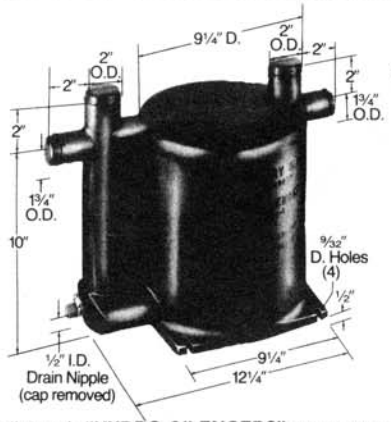
EXHAUST-GARD™ Cover

4 models to fit up to 8" O.D. exhaust pipes.
An effective flap valve to keep following sea from entering exhaust outlet when moving slowly or stopping. Furnished in display bags, suitable for floor rack or wall display.

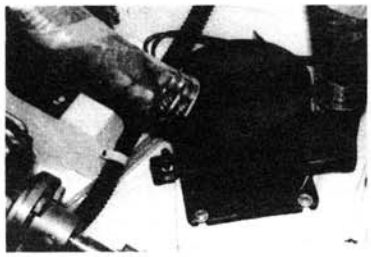
Selection Chart

Cat. No.	Pipe Size	Description
EG 300	3" (76 mm)	Fits standard 3" exhaust pipe and can be adjusted to fit 2½". (For 2½" exhaust cut out area between ribs—marked "For 2½".") Adjustable stainless steel clamp furnished with each exhaust cover.
EG 400	4" (102 mm)	Fits standard 4" exhaust pipe and can be adjusted to fit 3½". (For 3½" exhaust cut out area between ribs—marked "For 3½".") Adjustable stainless steel clamp furnished with each exhaust cover.
EG 600	6" (152 mm)	Fits standard 6" exhaust pipe and can be adjusted to fit 5". (For 5" exhaust cut area between ribs—marked "For 5"." For 4½" exhaust cut area between ribs marked 4½".) Adjustable stainless steel clamp furnished with each exhaust cover.
EG 800B	8" (203 mm)	Fits standard 8" exhaust pipe and can be adjusted to fit 7". (For 7" exhaust cut area between ribs—marked "For 7".") Adjustable stainless steel clamp furnished with each exhaust cover.

HYDRO-SILENCERS FOR SAILBOAT AUXILIARY ENGINES & MARINE GENERATOR SETS



SBM1



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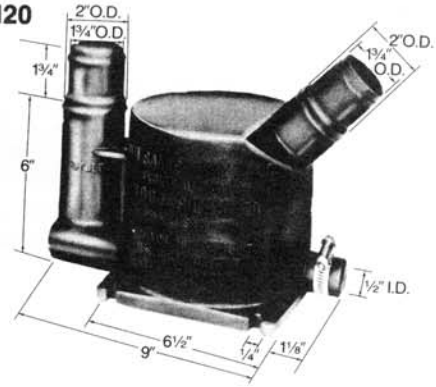

Salisbury's **"HYDRO-SILENCERS"** are compact, lightweight hydro-lift mufflers for auxiliary and sailboat installations up to 50 hp gasoline or 20 hp diesel marine engines and generator sets. The chart below shows the hp ratings of each silencer. Their compact design facilitates installation well away from the shaft log.

Salisbury's **"HYDRO-SILENCERS"** are constructed of cross-linked linear polyethylene which is impervious to corrosion or deterioration from salt water or exhaust from gas or diesel engines. Electrolysis is eliminated as no metal parts are used.

"HYDRO-SILENCERS" are resistant to all temperatures normally experienced in water-cooled (wet-type) exhaust systems. A capped drain is provided for system cleaning or seasonal lay-up.

Our cannister type silencers are based on the design principle of cooling water entering the large portion of the cannister and the exhaust pressure forcing water and exhaust gases overboard.

Salisbury's **"HYDRO-SILENCERS"** provide two inlet-outlet options. Saw off the top cap leaving the lower sealing ring intact and 1¾" hose may be used. Saw off the extension to a point just above the lower sealing ring to accept 2" exhaust hose. Two stainless steel clamps on both the inlet and outlet connections will hold the hoses securely.

H.P. RATING CHART

Cat. No.	Horsepower Gas Up To	Horsepower Diesel Up To	Standard Inlet-Outlet Sizes O.D.		Shipping Weight (Lbs.)
SBM 1	50	20	1¾" (44 mm)	2" (51 mm)	3½
SBM 20	32	20	1¾" (44 mm)	2" (51 mm)	2