

More About Viper

Development

We are passionate about power. In order to stay on top of the performance exhaust market, we are constantly developing new branch manifolds and making performance systems. All but a few of our products are performance products which have painstakingly been designed on our dynamometer. Some items take months of dyno-work to achieve the best results relating to maximum power and torque improvements.

Turbo Exhaust

Turbo Diesel and Petrol cars, bakkies and 4 x 4's now have the benefit of increased power and torque with a properly dyno designed exhaust system consisting of –

1) Down pipe: We do dozens of turbo vehicles and invariably we come across turbo cars, 4 x 2 and 4 x 4 (diesel and petrol) with so called free-flow systems fitted by your friendly fitment centre around the corner, which are totally incorrect in terms of pipe diameter and down pipe design. The down pipe is the most important exhaust section relative to proper exhaust tuning; the trick being the different formats employed to increase flow and reduce back pressure right at the turbo exhaust flange.

2) Exhaust system after the down-pipe: The diameter of the silencer system and the silencer box application and location is the next obvious fault we come across often on systems we simply call “cheapies”.

The silencer system diameter must complement the design and format of the down pipe and here the box application will determine not only the sound or loudness of the exhaust tone but also affect the intensity of the resulting “drone” inside the vehicle.

3) De-Cat: This is the term describing the removal of one or all catalytic converters or particulate filters on all turbo models.

There is the perception that a cat is highly restrictive and its removal results in huge power gains. Think again. This may be the case when the cat has failed or broken in which case it should be replaced or removed depending on your budget.

It is however not so simple .More often than not the simple replacement of a cat by a straight piece of pipe will result in a very tinny metallic exhaust note (a pet hate which is almost as bad as a incorrect twin tail pipe installation causing a hollow or whistling Sound – The Pet Hate!) A proper “de-cat” would therefore include the complete down pipe and possibly a Cat-fooler or software upgrade, depending on the type of vehicle in question.

ON-LINE QUERIES WELCOME!

Viper exhaust it's all about Hot Air!

Viper is not just another exhaust shop.

We are performance enhancement specialists catering for enthusiasts by enthusiasts

for 32 years.

Our speciality begins with comprehensive exhaust tuning and design and pre-empts dyno tuning, software upgrade, chip installations + mapping and conversions form first stage right up to turbo installations and engine replacements.

On the Menu

Motorcycle Exhaust

Branch Manifolds

Silencer Systems

Motorcycle Exhaust

All types, including custom Cruiser pipes, 4-1 Super bike pipes, Quads, Two stroke, expansion boxes.

Branch Manifolds

Off the shelf ready to fit custom branch manifolds.

V8 and hybrid conversions.

Stainless branch manifolds – polished 304 stainless.

Turbo branch manifolds – Chromoly tubing

Stainless turbo branch manifolds – Polished stainless

Special racing stepped headers tuned to engine spec

All branch manifolds made with mandrel bent tubing

Silencer Systems

Mild steel

Stainless steel

Polished stainless steel

Custom Diesel exhaust systems

Mandrel bends or press bends

Custom tuned to engine spec

Progressive step up/stem down systems

Turbo down pipes and systems from 57mm – 101mm

Cat-Back systems

Catalytic converter removals and replacements

Cat fooler installations

Dyno Tuning & Conversions

Software upgrades, chip installations + mapping

STD ' 1st Stage ' 2nd Stage ' Turbo conversions etc