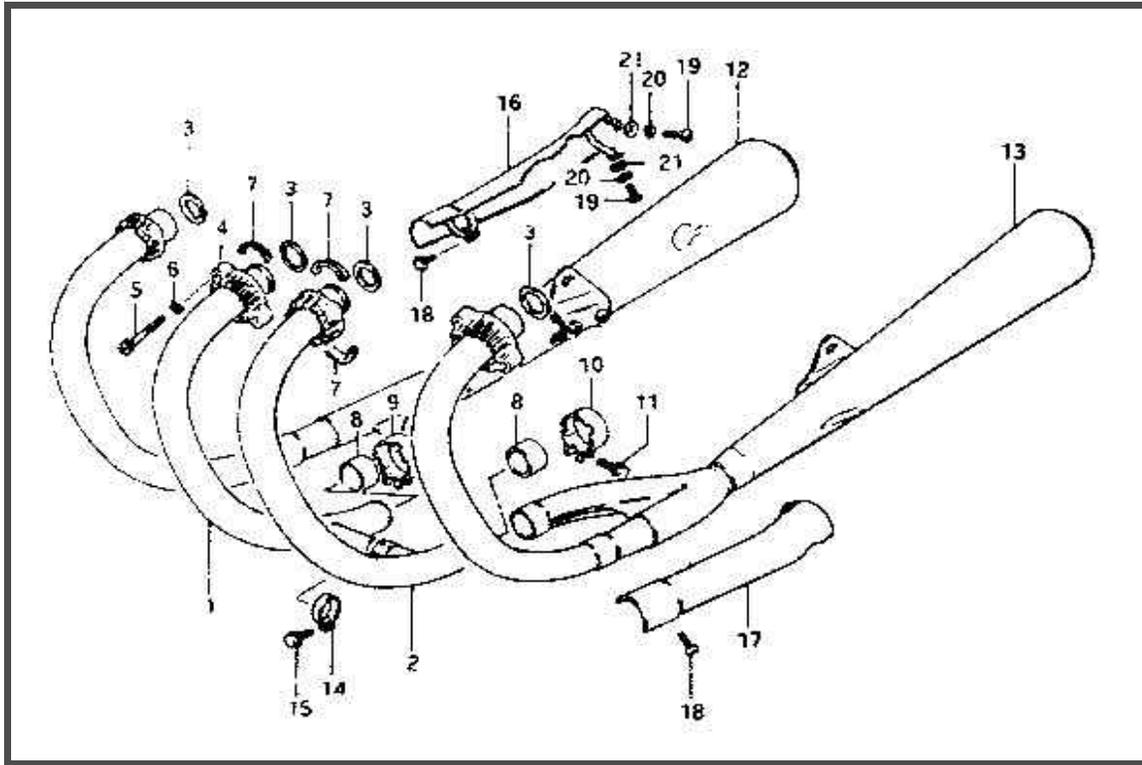


## Replacing Exhaust Connectors – by Redman (Dave)

### 1100G exhaust gasket / connector.



This guide does NOT refer to the gaskets in the heads at the 4 exhaust flanges, but to the gasket/packing where the two center exhaust pipes go into the exhaust system. Listed as part number 8, called a connector, but is more of a gasket.

I have had exhaust leaks where the two exhaust pipes (#2, #3) go into the the rest of the exhust system under the engine (sometimes called the "pre-muffler"). I have seen that there is some hard gasket material there, and see them listed as parts that can be purchased. The clamps are tight but still have exhaust leak that putter - putters. Have had the exhaust pipes out and they fit loosly, like the gasket/packing is deformed or worn.

Have gotten a new set of these two gaskets. Seem like made of stuff similar to brake pad materail.

Two questions:

- How much difference might these make in how the engine runs?
- After removing the exhaust pipes, what is involved in removing the existing gasket materail? Is the gasket materail held in place with adhesive? Do I have to chip them out in peices? Will they come out in pieces? Or will the material be stuck in there and have to be ground out?

**Mr. Nessism adds:**

To get those gaskets out you may have to dig them out with a screwdriver...or they may fall out on their own. I've seen both.

**Mr. bwringer adds:**

They can and will make a noticeable difference. Besides noise, leaky seals at this point can cause a backfire on trailing throttle.

At least on an 850G they will... 🍀

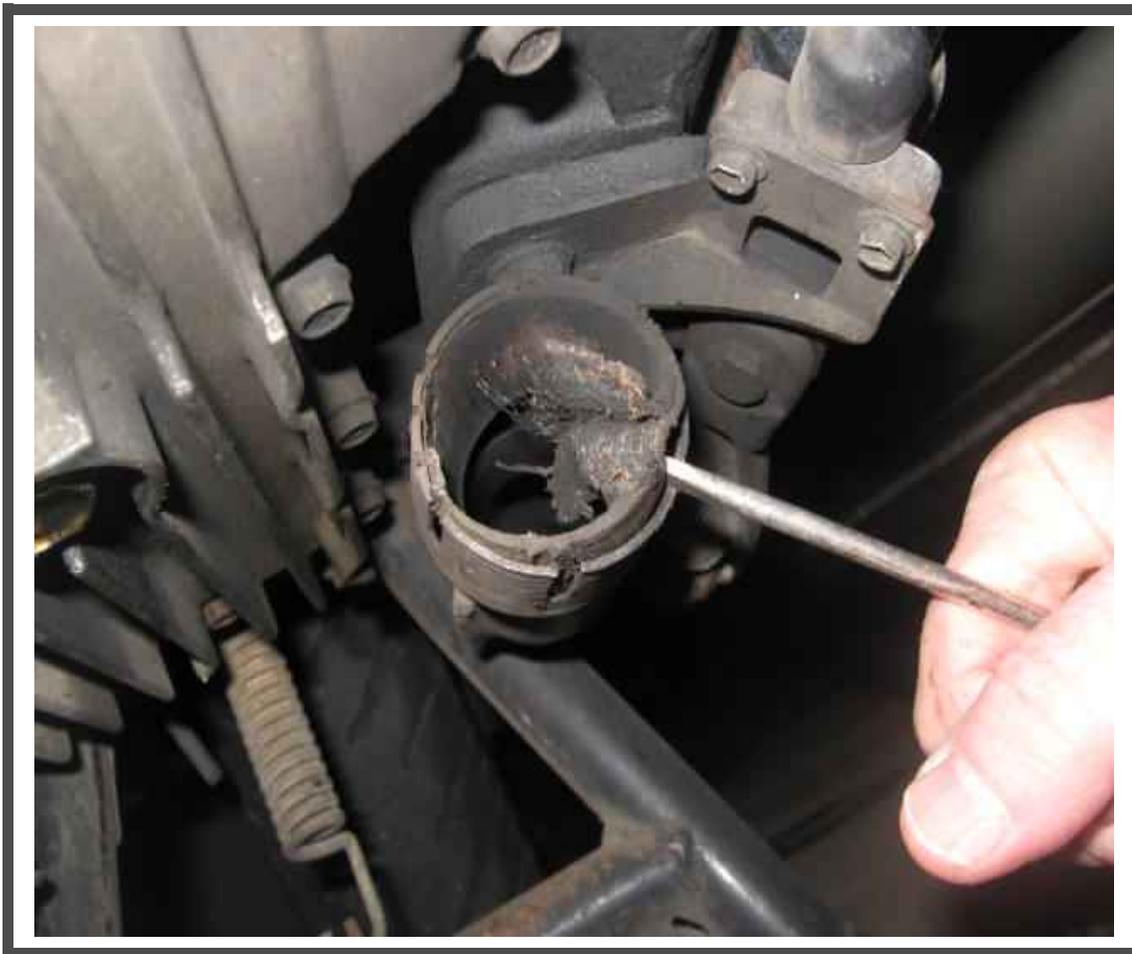
The old sealing sleeves normally just slide off -- there's no sealer or adhesive involved. The originals I've seen are sort of a "bandage" type material, like exhaust wrap.

Pretty easy little project.

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This picture shows the exhasut pipes off, with original connectors in place. I am holding one of the new connectors. New connector seems to be all metal braid.



The original connectors were very easy to remove. It seems that they were mostly cloth (asbestos?) with some metal braid. They were not hard material like I thought. I could easily poke a screwdriver through one of the slots between the tabs of the pipe opening, and easily pull out the connector, pretty much all in one piece.

The new connectors would not fit in the pipe at first. Then I noticed that the pipe opening had been closed up (bent inward) from the clamp being tightened over the years. So I took a crescent wrench and pryed the tabs back open. Then the connectors fit right in.



Getting the exhaust pipes back in place was a little more difficult than it had been when the connectors were all smashed and deformed.

And Hey! Now all the exhaust goes out the end of the mufflers, rather than putter-puttering under the engine.

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Thank you Mr. Redmond. I really need to do this for my 850G! Don't forget to visit us at <http://www.thegsresources.com> and the all the wonderful folks at the [GS Resources Forums](#).

Thank you for your indulgence,

BassCliff

Visit my website for manuals, guides, and other Suzuki GS information:  
<http://members.dslextreme.com/users/bikecliff>