

Technical Update

by Barney Eaton

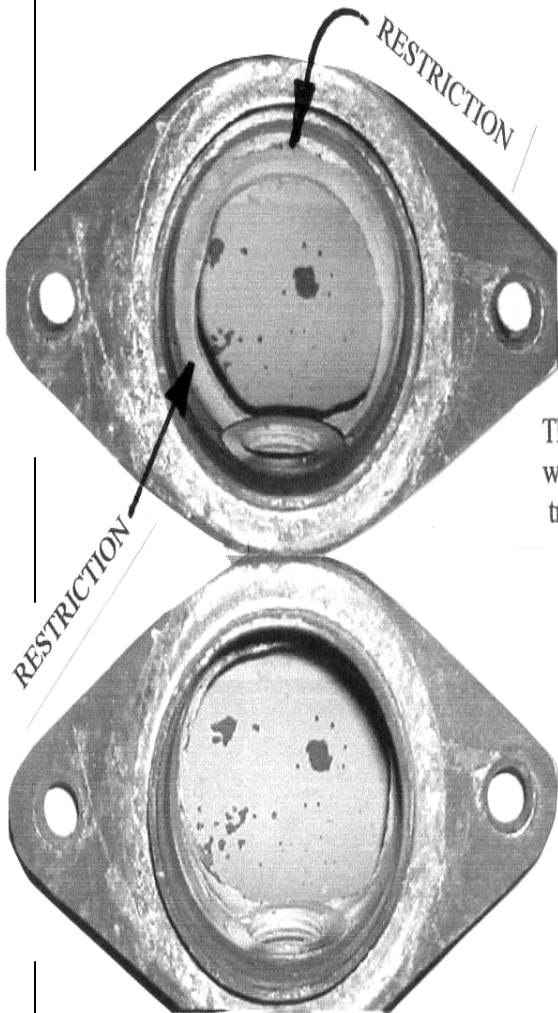
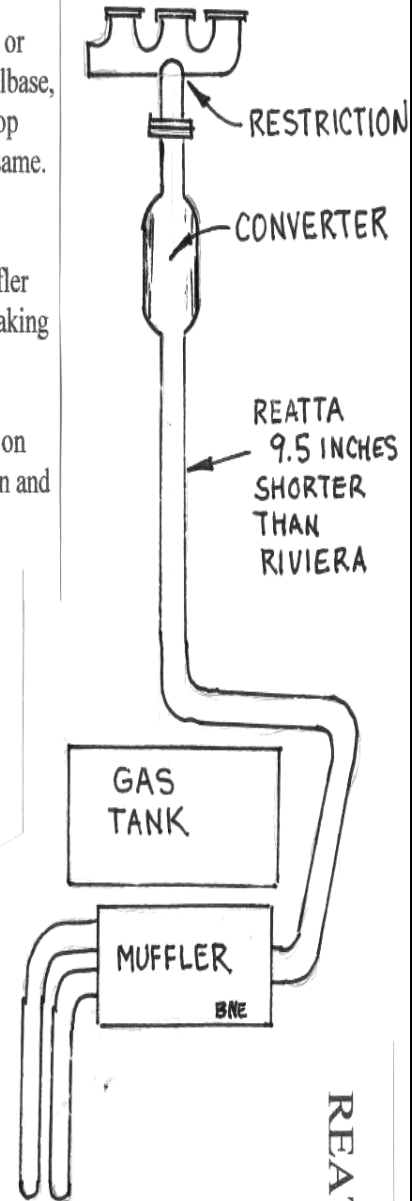
I have lots to tell you but very little space so I will get to the details. GM no longer carries the mufflers, or pipes. The Riviera and Reatta exhaust system are almost twins. Because the Riviera has a longer wheelbase, the section of pipe after the converter is 9.5 inches longer. When you look for a replacement and the shop stares at you when you say Reatta...ask them if they have or can make a Riviera pipe, the bends are the same. If you want to stay authentic the 1988-1990 tailpipes were 2 ¼ inches outside, the 1991 was 2 ½ inches.

Muffler...the factory muffler was one IN and two OUT. (see sizes above) The over all length of the muffler case changed slightly. 1988-1990 = 22 ½ in long, 1991 = 24 ½ in long. There are lots of companies making replacement mufflers, but I could not find one that listed one for the Reatta (probably because of the twin outlets) You do have some other options. Camaro's used a similar muffler, and depending on the manufacturer, it may be a good choice. The main difference with the Camaro was the two outlets were on different ends. I found one source that indicated there was no restriction on which holes you used for in and out. Also the mufflers I found were shorter than the originals.

I am going to give you some names and numbers but I have not tried them, but they look usable from the catalog. Also the BIG unknown is sound... how will they sound compared to the original... Walker #21116 is listed as 2 ½ in and 2 ¼ out, case length is 23 inches. Arvin-Vortex #88107 is 2 ½ in and 2 ¼ out. Their #88108 is 2 ½ in and out. Both are 16" case length.

The twin tailpipes can be reproduced, the originals were stainless and if they are in good shape, I would transfer them to the new muffler.

The last item is the restriction in the exhaust header. This is a rework for the people with nothing else to do or want max. performance. SEE PICTURE The top photo shows the hole is restricted by at least 25%. Most people recommend removing the header to do this grinding job. The bottom picture shows the material removed.



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REATA EXHAUST