

QuickSilver 
E X H A U S T S Y S T E M S



ASTON MARTIN V8 VANTAGE



MANIFOLDS & RACE CATS

The Aston Martin V8 Vantage was originally introduced with 380 bhp (a substantial number) and 170 mph (a significant speed) but some owners reported that the cars didn't feel fast enough.

However, these cars are fast machines and the Aston Martin V8 always had the sex-appeal to beat the Porsche 911 ! - It was the sensation that was lacking and since 2006 QuickSilver have offered a range of alternative silencers that provide a proper V8 soundtrack to satisfy most enthusiast drivers.

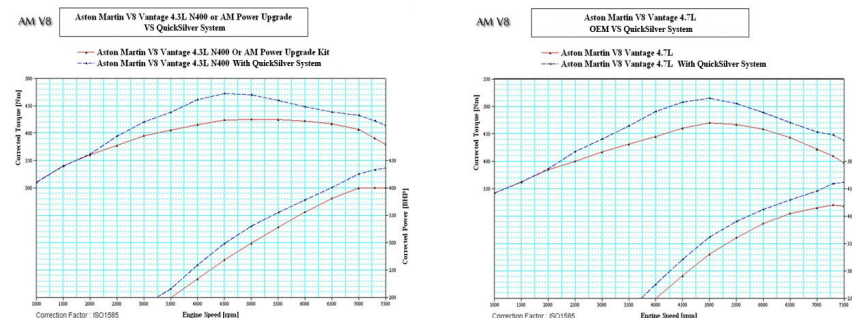
As a partner of Aston Martin Racing in the 2011 GT4 Challenge, QuickSilver have been able to draw on their experience to design and develop a set of Manifolds and Race-Catalysts for road-going AM V8s that offer a serious improvement on the original components.

2005 ON

The OEM exhaust manifolds fitted to both the 4.3 and 4.7 V8 Vantage are horribly restrictive at medium and higher rpm, due to being made-to-a-price and the inevitable resistance imposed further upstream by the OEM catalysts.

TESTING

The complete QuickSilver package has been arduously tested around the world famous Millbrook proving ground under a thermal cycle that would accelerate the onset of any potential durability issues.



The durability has been further proven under road mileage accumulation tests, in a variety of conditions, to ensure that durability matches the original parts. And, toughest of all, successfully tested on the race track during the Britcar 24 Hours at Silverstone in October 2011 on the Vantage Racing GT4.

Not only does this package enable flywheel performance, it also reduces weight by 18kilos.

These are manufactured by QuickSilver in the UK and available through QuickSilver Dealers. The Manifolds & Catalysts can be added to other aftermarket parts (eg if car already has sports-cats or silencer, the Manifold & Catalyst set can be added independently)

MATERIALS AND FINISH

T 304 austenitic stainless steel with ceramic coated Manifolds.

SOUND

These Manifolds & Catalysts deliver a very different sound, the same as the GT4.

A crisper, sharper crackle that cuts and re-forms up and down through the gears.

Certainly more volume but this can be controlled by the choice of either the standard silencer (with or without Fuse 22) or one of the three QuickSilver sound choices.

KEY FEATURES

The significant improvements over the OEM 4>2>1 parts are:

- Longer, equal-length primary pipes of 4>1 construction - increases and concentrates power delivery
- Bespoke sequential collector cone - which enables uncompromised exhaust gas scavenging
- 2mm 316 grade stainless steel primary pipework - durability
- Laser-cut flanges - consistency
- 200 cpsi metallic Race-catalysts - reduction in resistance
- All joints and bends fully purge-welded (inert gas is used to protect the weld seam) - prevents cracking, corrosion and deformation.

DETAILS

The handmade QuickSilver exhaust package recovers the performance lost by the compromised OEM parts, delivering an improvement of approx 40BHP and an engine which pulls with more strength all the way to the redline.

QuickSilver have achieved this performance gain by paying meticulous attention to design and manufacturing detail.

VERSIONS

N24 and GT4 - Race Cars

- These have black 'Zircotec' Ceramic-coated manifolds to retain heat within the component.
- Incorporate 200 cpsi 100 mm FIA-homologated catalysts.
- There is no provision for the EGR system which was not fitted to these models.

V8 Vantage - All models - Road Cars

- These have black 'Zircotec' Ceramic-coated manifolds to retain heat within the component and replace the OE heat-shields.
- Incorporate 200 cpsi 121 mm Euro 5 and E-marked catalysts. These are designed to work with the factory EGR system and have provision its reinstallation.

Both versions have the same primary tube lengths and diameters and incorporate the fittings for the reinstallation of all emissions sensors.



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