

The Benefits of working together.  
Team Work

Within recent weeks, we have been asked most often, in what ways we work with builders, and what makes the IEHS so different from other exhaust systems. First of all, our systems are custom installed. In my 15 years of designing exhaust systems, few if any have been the same from one boat to the next. To us, each installation is not just an exhaust system but also a work of art. My first exhaust systems, as some might recall, were platform designs. Each system had to be designed into the hull lines of the boat. The platform design worked very well. In most cases, it gave us our best overall performance, improved speed and planing times. Due to the high cost of tooling the design, it was not as popular as our new IEHS stringer design, or our inside aft-chamber design. However, both arose from listening to the needs of our builders and the problems they were having with their present exhaust systems. The inside stringer design came about with the need for more engine room space without sacrificing space elsewhere. Builders were simply running out of room. The engine packages were getting much bigger and the need to run 14" to 18" exhaust pipes and mufflers was taking up way to much real estate. Space was at a premium and so were the 18" pipes. The IEHS is giving our builders what they need. More room.

**The second most asked question: What do we guarantee?** We guarantee your boat will not only meet, but exceed any engine companys' backpressure and exhaust sound requirements. We guarantee significant space savings over conventional round exhaust systems. We guarantee a cleaner, quieter exhaust than you ever thought possible. We guarantee we will work with the new builder, hand in hand, to meet his individual needs. However, these guarantees must go hand in hand with the understanding that we rely on the builders' judgment and understanding of his vessels if the builder will rely on ours.

**The third question asked: Is the design final?** My reply is always "no" I do not feel we have reached our ultimate design objectives. We have kept the design in a state of R&D over the years, resulting in continual improvement, making each one better than the one before. So far, we have met the most critical design objectives, such as lowest industry backpressure, less exhaust noise, and smoke. There are however, a few more benefits lying within the IEHS system that we are working on at this time. This year we will be working with a builder in North Carolina and tank testing the next generation **IEHS: The "V-System"**. This next step in the evolution of marine exhaust utilizes the IEHS exit point, the "exhaust thrust slot" to maximize fuel efficiency and hull speed.

Today the IEHS has been well proven aboard some of the finest boats around the world.

### **Note on Backpressure**

Just an interesting note on our beliefs on running diesel engines with as low backpressure as possible. Our new company truck is a 2005 GMC Sierra 3500 engine with the V-8 Duromax diesel. We have been getting about 15 to 16 mpg. My son, Alex recommended cutting the muffler off. We did, and we are now getting 20 to 22 mpg.

Just another small test, toward lowering our fuel costs. One of the interesting things was the exhaust sound on the truck only went up about 2 dba. and one can feel a big difference in performance. The truck is a lot faster off the line. So any of you out there with a diesel truck and would like to save a little fuel and extend the life of the engine, cut off the muffler. Just a recommendation. Mufflers, whether on a truck or a boat just waste fuel.

VonWidmannDesigns.com is launching an all new website March 22.