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[03-06 / #000712]

HONDA TRX90

PowerCore4™ Installation

Thank you for purchasing an FMF Powercore4™ muffler for your **Honda TRX 90**. We have spent countless hours of R & D and testing to ensure you receive the highest quality product on the market today.

All FMF products are developed using the most current design and manufacturing technologies available. We use only the highest quality materials for function and durability. The Powercore4™ is constructed of an extruded aluminum canister with a stainless steel mandrel bent mid-pipe. Hi-Flo modular endcaps are fitted to both ends and we utilize advanced multi stage packing material.

The Powercore4™ is specifically engineered to broaden your existing powerband and give you an all-around power increase with substantial weight savings. Bolt on FMF performance and **FEEL THE POWER!**

Check out our website at www.fmfracing.com for more information.

ATTENTION

This product is designed for closed course use only unless otherwise stated and not intended to meet emission regulations for use on public lands, roads, or access routes - consult with local jurisdictions.

Please read all instructions thoroughly before installation. Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage. Before you begin installing this product, be sure you are wearing eye protection and gloves. You should have a complete understanding of how to remove and replace your stock exhaust otherwise have your new FMF muffler installed by a professional mechanic. Keep all stock hardware when removing your exhaust, as some components may be necessary to install the FMF exhaust depending on your application.

PARTS SUPPLIED

(1) PowerCore4 Muffler	041244
(1) 8mm x 12mm Bolt	900181

TOOLS REQUIRED

5mm Allen Wrench	High Temp Silicone
10mm Wrench	WD-40®
12mm Wrench	Flat Screwdriver
14mm Wrench	
Vise Grip Pliers	
Contact Cleaner	

REMOVAL

1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove fasteners attaching right and left heel guards to rear fender.
3. Remove seat to gain access to rear fender assembly.
4. Remove rear fender to gain access to muffler by removing three (3) mounting bolts, the battery and wire clips attached to the fender (Fig.1), and two (2) pushpins under the fender below the tank (Fig. 2). Lift up the fender and prop up to the left of the bike.
5. Remove the stock heatshield. Keep for re-assembly.
6. Remove the stock header exhaust flange nuts. Keep for re-assembly.
7. Remove the front stock muffler mounting bolt (Fig.3). Keep for later use.
8. While holding the muffler, loosen and remove the remaining stock muffler mounting bolt.
9. Gently slide and rotate the muffler rearward to remove (Fig. 4). Be careful not to scratch the motor. Make sure to keep the existing exhaust port gasket. This will be reused if in good condition.

PRE-INSTALLATION

10. Using contact cleaner, clean the section of the exhaust port where the header attaches.
11. Insert the stock exhaust port gasket into the exhaust port. Use high temp silicone for an improved seal.

INSTALLATION

12. Carefully slide and rotate the FMF muffler through frame and line up the header to the exhaust port.
13. Loosely install header flange nuts. Wipe away any excess silicone.
14. Insert the supplied 8mm x 12mm bolt through the rear subframe mount threading it into the muffler. Do not fully tighten at this time.
15. Thread the stock muffler mounting bolt through the front muffler mount into the subframe. Do not fully tighten at this time.
16. Make sure the header and muffler are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications, starting at the mid-pipe and working to the back. Reinstall heatshield.
17. Inspect the complete exhaust to make sure there is no contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust port and mounting points. Confirm all controls operate in accordance with manufacturer's specification.

POST-INSTALLATION

18. We recommend using high temp silicone for an improved seal. Please follow instructions for the silicone and allow sufficient time to dry before starting the engine.
19. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up Jet kit for optimum performance. Our jetting recommendations are to be used as a guide only and were developed based on operation at sea-level at 70 degree ambient air temperature. There are too many variables outside our control to give you exact specifications. If you're not capable of tuning a carburetor yourself, please find a mechanic in your area. Refer to our website for additional jetting information.
20. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
21. Let engine cool completely and re-torque all mounting hardware to manufacturer's specifications.



Figure 1

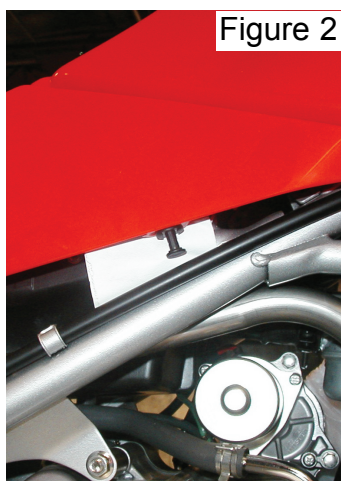


Figure 2

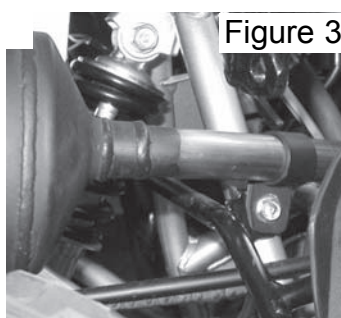


Figure 3

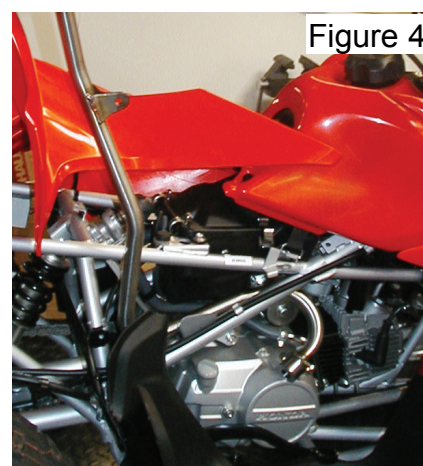


Figure 4

MAINTENANCE

To clean your FMF muffler, allow to cool. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Mild soap and water is recommended on the muffler canister to reduce streaking and uneven discoloration.

We recommend repacking your FMF muffler after every 20-30 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your muffler if water gets inside and saturates the packing material. FMF offers a variety of packing materials to choose from. If your FMF muffler has a spark arrestor screen, we recommend cleaning it gently using a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler. There is no need to remove the rear endcap. Gently slide the mid-pipe and core out the front of the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. Wrap the core with new packing and secure with two strips of 1/2" masking tape around the packing 2" from each end. Do not pack too tightly as this will hinder performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of high temp silicone on the front endcap where it makes contact with the canister. Slide inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Wipe off any excess silicone. Re-install the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister. Allow silicone to dry before starting engine.

DISCLAIMER: All products manufactured and/or distributed by FMF Racing are a) intended for use on stock vehicles specific to the U.S. market; b) for closed course use only unless otherwise stated and c) not intended to meet emission regulations for use on public lands, roads or access routes – consult with local jurisdictions. FMF Racing makes no claims as to the products applicability, effectiveness or fitment on modified machines. FMF Racing is the sole determiner of abuse, misuse, installation errors and modifications. We assume no liability for any errors in listings, specifications, part numbers, prices or model applications. We reserve the right to change specifications, product descriptions, product quality, pricing and application at any time without notice and without further obligation. Buyer assumes all risk for any and all damage caused to themselves, a third party and/or property by virtue of failure of these products. By installing and/or using an FMF product, you hereby accept and understand these stated terms and conditions and have followed all instructional steps.