



Slip-On Muffler Installation Instructions

Thank you for choosing FMF as your performance aftermarket exhaust. 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 technology available for design and manufacturing. Every exhaust is made 100% at the Flying Machine Factory in Southern California. We use only the highest quality American materials for function and durability.

Since 1973, FMF has been bringing you the very best in bolt on performance. Our products are specifically engineered to broaden your existing powerband and give you an all around power increase with substantial weight savings. Bolt on FMF 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 will void any warranty implied or otherwise. FMF Racing is not responsible for problems due to improper installation and/or improper use.

Before you begin installing this product, we recommend wearing safety glasses and mechanics gloves. You must know how to remove and replace your stock exhaust in order to install this FMF product otherwise have it installed by a professional mechanic. Keep all stock parts from your existing system as some components may be necessary to install your new FMF exhaust depending on the application.

Parts Supplied

(1) muffler system	045216, 145067
(2) strap bracket	940334
(1) 8x 40mm bolt	900545
(2) 8x 25mm bolt	900312
(2) 6x12mm bolt	921025
(3) 8mm nut	920142

(2) 6mm nut	920140
(1) left muffler support	940718
(1) right muffler support	940719
(2) clamp	940085
(1) spring extension	940866

Tools Required

10, (2)12, 13 and
(2)15mm wrenches
5mm allen wrench
spring puller
WD-40
high temp silicone

Removal

1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. Loosen the band clamp connecting the muffler to the midpipe.
3. Locate the midpipe supports (rubber stopper on threaded stud). Note the position of the midpipe supports and the spring tension on the stock system as reference for installing your FMF system. Loosen the lock nuts then screw in each support as far as possible to take tension off the springs attached between the midpipe and frame.
4. Remove the two springs connecting the midpipe to the header. Save for later use.
5. Remove the springs at both midpipe supports. Save for later use.
6. Remove the midpipe by sliding to the left through the frame. Use WD-40 in the midpipe/muffler junction to help ease removal. Take care not to lose the "donut" gasket used at the header/midpipe junction.
7. Slide the muffler out through the back of the frame.

Pre - Installation

8. Remove the heatshield then install onto your new FMF exhaust. Only three of the four stock bolts will be used.
9. Remove the midpipe supports from the stock midpipe and install onto the FMF midpipe. Thread in as far as possible.



Right muffler support

Fig.1

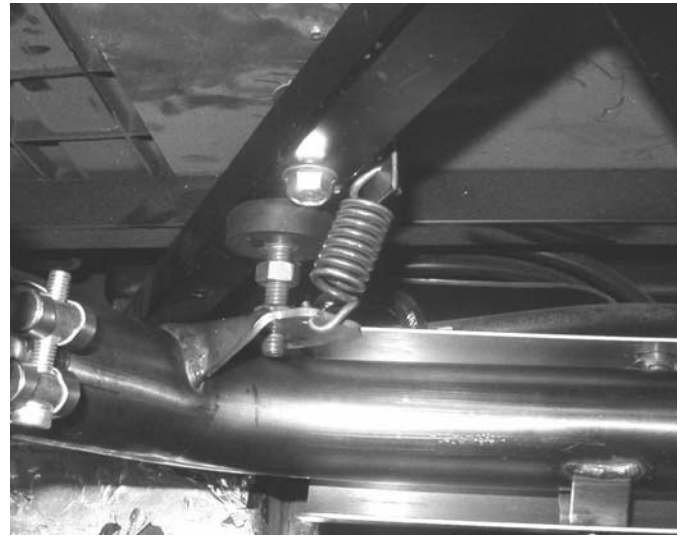


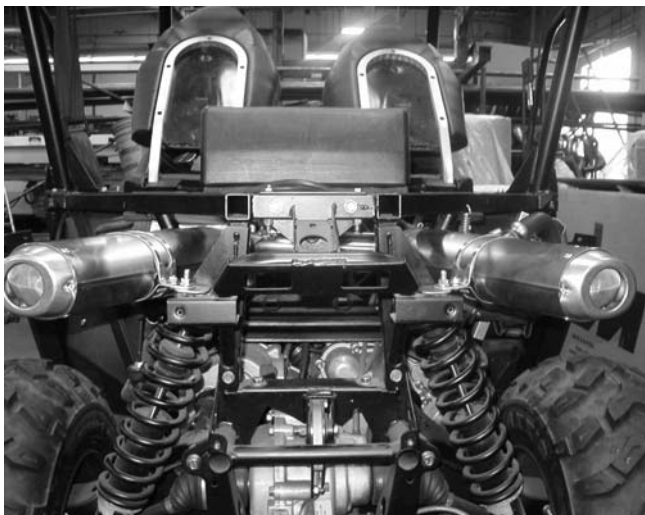
Fig.2

Pre - Installation continued

10. Locate the supplied left and right muffler support brackets. The brackets will be installed to the upper rear shock mounts. Leaving the upper shock bolt in place, loosen and remove only the nut on the upper shock bolt. Place the muffler support bracket over the shock bolt with the smaller oval slot upward and outward. Replace the nut on the upper shock bolt. Do not fully tighten at this time (Fig.1).
11. Identify the right and left mufflers by placing them side by side, canister seams to the inside and the stamped "FMF" logo's facing outward opposite the seams.
12. Slide a strap bracket onto the right side muffler with the strap bracket tabs coming together over the seam on the muffler canister and the "inside" sticker facing down. Pinch tabs together to insert from underneath a supplied 6mm bolt through the smaller set of holes on the bracket tabs. Loosely thread on a supplied 6mm nut. Do not fully tighten at this time. Positioned correctly, the forward edge of the strap bracket will be 6-3/8" from the front edge of the muffler canister. Repeat for left side muffler.

Installation

13. Inspect the "donut" gasket referenced in step #6 and re-install at the header/midpipe junction if in good condition otherwise replace if necessary.
14. Slide the FMF midpipe in through left side of frame in front of the shock. Align and connect the midpipe with header.
15. Re-attach the right midpipe support springs removed in step #5.
16. Re-install both header springs removed in step #4.
17. Slide a supplied band clamp onto each midpipe outlet. Keep loose until mufflers are installed.
18. Put a small bead of high temp silicone on each midpipe outlet.
19. Carefully slide the right side muffler onto the midpipe with the seam inward and the FMF logo facing outward towards the right rear wheel. Wipe off any excess silicone.
20. Align the strap bracket tabs over the muffler support mount installed on the upper shock bolt. Insert a supplied 8mm bolt through the support mount and bracket tabs then thread on a supplied 8mm nut from above the strap bracket (Fig.1). Do not fully tighten at this time.
21. Repeat steps 19 and 20 for the left side muffler.
22. Locate the through hole near the left midpipe support. This will be the mounting location for the midpipe support spring extension. The extension will bolt on top of the frame rail and hang down on the right side of the rail. Hook the other spring removed in step #5 on to the extension through the small hole so the other end of the spring can be hooked onto the midpipe support. Insert the supplied 8x40mm bolt through the frame rail from the bottom while holding the extension and spring on the top of the rail. Thread on a supplied 8mm nut finger tight. Re-attach the spring to the midpipe support (Fig. 2).
23. Adjust the midpipe supports to have the proper clearance and tension observed when removed in step #3.
24. Make sure the header and muffler are in a neutral position and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications starting with the muffler strap brackets, then the muffler inlet clamps, and finally the upper shock nuts and bolts.
25. 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 specifications.



Post - Installation

26. We recommend using high temp silicone for an improved seal. Please follow instructions for the silicone and allow sufficient time to cure before starting the engine.
27. All FMF exhaust products are designed to use stock fuel settings unless otherwise noted. There are too many variables to provide precise specifications; mainly altitude and temperature. If you are not capable of tuning the fuel settings yourself, please find a mechanic in your area. For optimum performance, we offer the FMF Power Programmer Kit for many applications. Refer to our website for additional information.
28. Start the engine and bring to operating temperature. Check for exhaust leaks.
29. Allow the engine to cool completely and torque all mounting hardware to manufacturer's specifications.

Maintenance

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

We recommend repacking your FMF muffler after every 20-30 hours of normal use when properly jetted (more frequently for less than optimal jetting). This will maintain peak performance and keep that race tone. Water will ruin packing. Cover the exhaust outlet when washing your vehicle. Repack your muffler if water enters the chamber and saturates the packing. We offer various repack kits to choose from. If the muffler has a spark arrestor screen, we recommend cleaning it gently with a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler. Do not remove the rear end cap. Grasping the midpipe, work the front end cap out of the canister. Use care not to damage or distort the shape of the canister or end cap. You may need a rubber or plastic mallet to lightly tap the front end cap out of the canister. Unwrap the packing from the core and discard. Clean the core with a wire brush then wrap with new packing and secure with a strip of 1/2" masking tape near each end of the core. Do not pack too tightly as this will hamper performance and increase sound level. Before reinstalling the inner core assembly, apply a thin bead of high temp silicone on the front endcap where it makes contact with the canister. Slide the inner core assembly into the canister making sure the perforated core is fully seated into the rear end cap. Wipe off any excess silicone. Reinstall the allen screws and tighten 1/4 turn after the screw contacts the canister. Allow sufficient time for the silicone to cure before starting the engine.

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