



Rear Endcap Replacement

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.

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) rear muffler cap
- (4) rivets
- (2) reinforcement band (for some applications)

Tools Required

- 3mm allen or 10mm wrench
- 1/8" drift punch
- rubber mallet
- heavy gloves
- 3/16" drill bit
- power drill
- rivet gun
- high temp silicone

Removal and Pre-Installation

1. Make sure engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove the muffler (see instructions supplied with your muffler or refer to the service manual).
3. Remove any insert, spark arrestor or reducer ring from the muffler outlet.
4. Before attempting to drill out the rivet, we recommend "punching out" the visible stem from the existing rivet head. Failure to do so will cause the drill bit to be off center and it could slip off the rivet causing damage or injury. Tap in the rivet stem approximately 1/8" (fig. 1).
5. Wearing heavy gloves, drill out the four (4) rivets attaching the rear cap to the muffler canister (fig. 2).
6. While holding the rear cap, gently tap on the muffler mount with a rubber mallet until the rear cap is pulled out (fig 3). It may also be necessary to tap around the circumference where the cap slides into the muffler canister (approximately 1" below the rear cap) to break the silicone seal and remove the cap (fig. 4). Silicone is used as a sealant and holds the rear cap inside the canister. Remove the rear cap from the canister.
7. Remove as much of the metal shavings as possible from the inside of the canister.



Fig. 1



Fig. 2



Fig. 3



Fig. 4

Installation

8. Carefully insert the new rear cap into the canister starting with the bottom of the rear cap and confirm it is inserted into the inner muffler core. Continue sliding the cap into the canister but do not insert it yet fully - leave approximately 1/2" exposed and proceed to the next step.
9. Apply a light bead of high temp silicone to the rear cap where it will engage with the canister (fig 5.).
10. Tap the cap into the canister until the two (2) bottom holes in the cap line up with the holes in the canister.
11. To fasten the endcap, locate the supplied rivets and reinforcement bands. NOTE - not all mufflers require the reinforcement bands. If your muffler did not have them, you will not use them for the re-assembly. If applicable, align a supplied reinforcement band then insert a supplied rivet into the bottom hole in the canister (fig 6). Repeat on opposite side.
12. Tap the rear cap into the canister until the top holes line up. If applicable, align a supplied reinforcement band then insert a supplied rivet into the top hole in the canister. Repeat on opposite side.
13. Finish securing the rivets with a rivet gun.
14. Reinstall any reducer ring or insert removed in step #2.
15. Install the muffler using applicable instructions.
16. Make sure the muffler is in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications.
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 the manufacturer's specifications.
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. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
20. Let engine cool completely and torque all mounting hardware to manufacturer's specifications.



Fig. 5



Fig. 6

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