

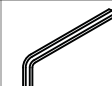




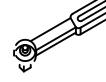
MORE POWER : LESS NOISE



Congratulations, you have purchased the finest exhaust system for your motorcycle on the market. Your Vance & Hines exhaust system is designed and crafted for maximum performance, a perfect fit, a great sound and unbeatable style. Please follow the installation instructions below and if you have any questions, please call our technical support line at (562) 926-5291.

Attention installer (if other than owner), please forward this instruction sheet to the owner of this product. These instructions contain valuable information to the end user.

**TOOLS
REQUIRED**

-  3, 4 & 8mm Allen Wrenches
-  Flat Head Screwdriver
-  1/4" & 7mm Nutdriver
-  3/8" Extension & 1/2", 12mm, 14mm sockets
-  12, 14, 22mm & 1/2" Combination Wrenches
-  3/8" Drive ratchet

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

**STOCK EXHAUST
SYSTEM REMOVAL**

1. Remove right side saddlebag (If equipped). Cover the right frame tube and radiator in front of the exhaust with duct tape or any suitable material to protect frame and radiator during exhaust removal.
2. Loosen but **do not remove** the two 12mm bolts from the right side floorboard assembly (**Figure 1**) and carefully lean the floorboard out of the way.
3. Remove the cover over the O2 sensor connector and unplug the sensor from the wiring harness (**Figure 2**). Unclip O2 wire from frame to lengthen O2 reach (**Figure 3 & 4**).
4. Remove the four dome nuts holding the exhaust headers to the cylinder head. **NOTE:** It may be necessary to loosen the heat shield clamps to access the nuts on the front cylinder.
5. Remove the three buttonhead capscrews (using a 8mm allen wrench) holding the rear exhaust pipe to the motorcycle chassis and carefully remove the entire exhaust system from the motorcycle (may require assistance).
6. Using a 22mm wrench, carefully remove the O2 sensor from stock exhaust system and save for reuse with the new system.
7. Check the stock exhaust gaskets to be sure they are in good shape. If you have any doubts as to their condition, replace them.

FIGURE 1

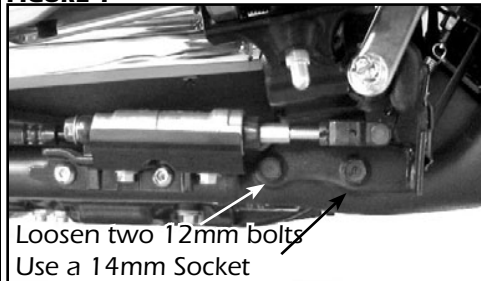


FIGURE 2

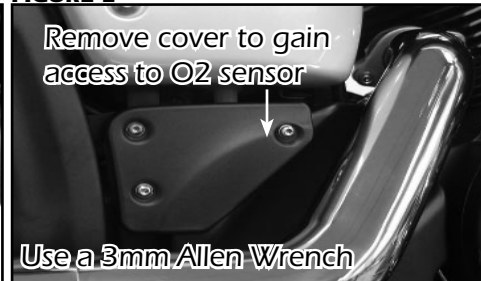


FIGURE 3

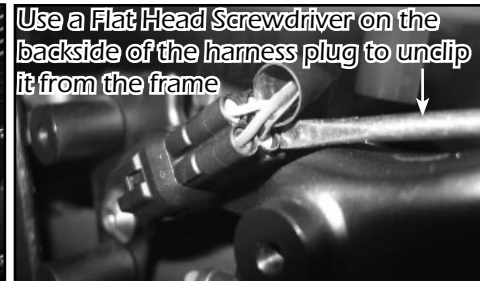


FIGURE 4

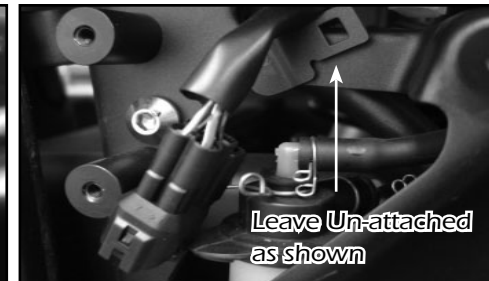


FIGURE 5



FIGURE 6

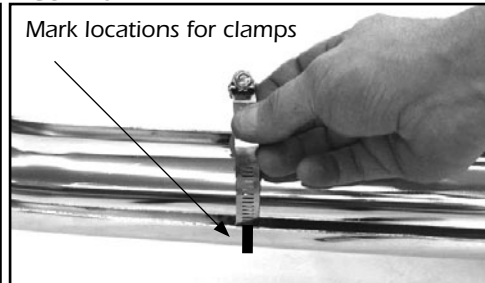
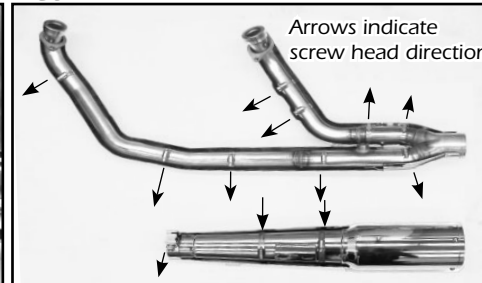


FIGURE 7



1. Install the bracket (stamped 655-P, supplied) to the motorcycle chassis using the three 10 x 25mm button head bolts (supplied) in the frame mounting holes (**Figure 5**).
2. Remove exhaust system and heat shields from protective packaging and place them on a non-abrasive surface such as a blanket or carpet. Using a non-permanent marker or tape, mark outside edge of each heat shield to show location of mounting clips that the hose clamps will loop through (**Figure 6**).
3. Apply a small amount of anti-seize compound to the threads of the stock O2 sensor and install it into the header assembly. **NOTE:** Be careful not to overtighten or get anti-seize compound on the sensor tip as this could damage or affect the sensor function.
4. Carefully lay header assembly into the heat shields and loosely install the hose clamps #20 on head pipe heat shields and #24 on collector heat shield (supplied) by feeding the tail end of the clamp into the heat shield clips. Take note of screw head direction (**Figure 7**), for adjustment purposes they must be accessible when system is installed.
NOTE: Do not tighten the clamps at this time.
5. Install the exhaust header into the exhaust ports using stock

8mm dome nuts. **NOTE:** Do not fully tighten at this time.

VANCE & HINES OPTIONAL ACCESSORIES

FUELPAK



FUEL MANAGEMENT:

Take the guess work out of fuel injection with Fuelpak Fuel Management.. Contact your local dealer or call (562) 921-0071 to order. Visit fuelpakfi.com for more information. Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.

**QUIET
BAFFLE**

Quiet Baffle P/N 21903 is available for this system. On average the quiet baffle will lower the sound level by 2-3 db . Contact your local dealer to order.

FIGURE 8

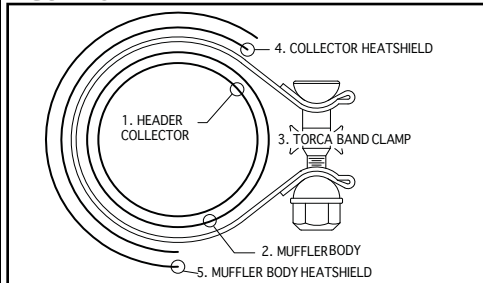


FIGURE 9

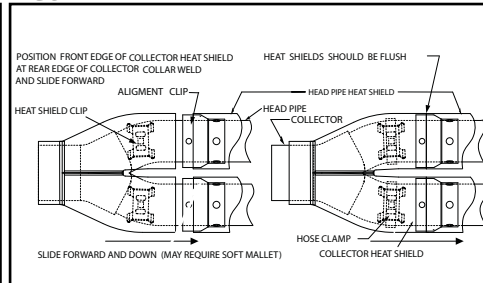


FIGURE 10



6. Place torca band clamp (supplied) onto muffler body (**Figure 8**).
7. Install muffler assembly onto rear of header assembly. (**Figure 8**).
8. Slide the nut plate (supplied) into the bracket that is welded to the back side of the muffler. Loosely install two 5/16" flange head bolts (supplied) (**Figure 10**).
9. Install collector heat shield onto header by sliding it on from the rear (**Figure 9**). **NOTE:** Do not force collector heat shield directly onto header from the side. Damage to collector heat shield will result. Attach collector heat shield with two #24 hose clamps (supplied). **NOTE:** Do not tighten at this time.
10. Slip the muffler body heat shield (stamped D734HC) from front to back onto the muffler body (stamped S732RC) and secure with a #44 hose clamp in the front and a #56 hose clamp in the rear. **NOTE:** Use a low tack tape (painters tape or equivalent) to protect the transition on the muffler body (S732RC) between tapered section and 5" round end section (**Figure 10**).
11. Now, tighten the hose clamps on all the heat shields when properly aligned and tolerances are set.
12. Tighten right side rider floorboard with the 12mm bolts.
13. Be sure to tighten all hardware including header dome nuts before starting your motorcycle.
14. Check for adequate clearance between all exhaust system components and motorcycle accessories prone to heat damage.
15. All hardware must be properly tightened and the exhaust pipes thoroughly cleaned before starting motorcycle. **NOTE:** Any residue, oil or fingerprints will stain the chrome when the metal heats up.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

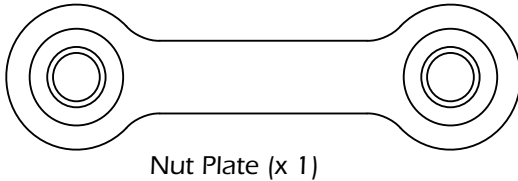
1. When installing a new set of chrome pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with a soft cloth and cleaning solvent that will leave no residue (chrome wax / polish, glass cleaner, alcohol, ammonia, etc...) before starting the motorcycle.
2. Avoid long periods of idling as this can cause discoloration.
3. Intake leaks can cause the engine to run lean and overheat, this could lead to discoloration.
4. Make sure there are no exhaust leaks at the junction of the exhaust pipes and cylinder head. We recommend replacing gaskets if they are worn.

PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.

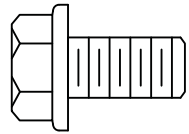
PACKING LIST

MORE POWER : LESS NOISE

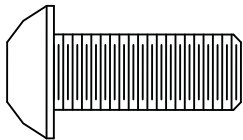
ALL PARTS SHOWN ARE ACTUAL SIZE



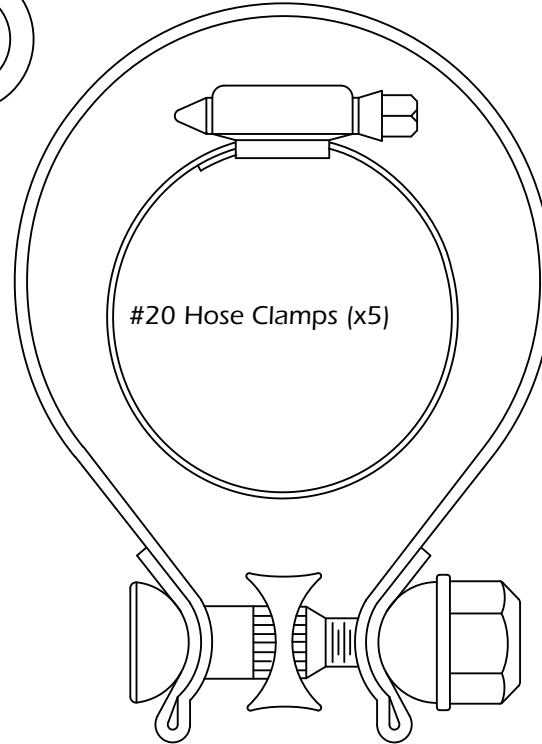
Nut Plate (x 1)



5/16" x 5/8" (x 2)
Hex Flange Bolts

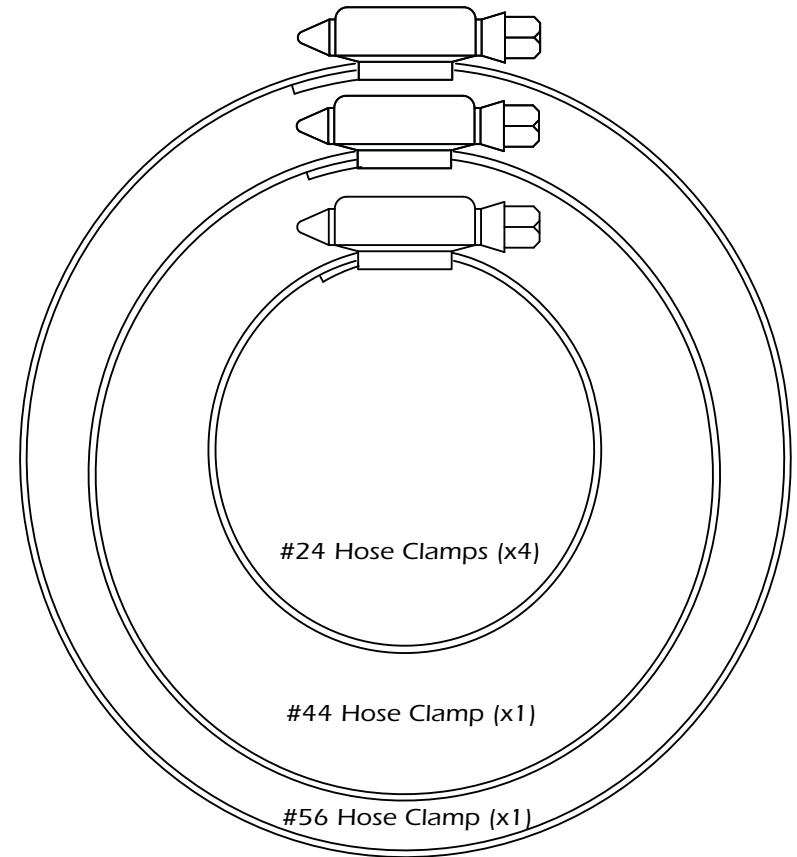


10mm x 25mm (x 3)
Stainless Buttonhead Bolts



#20 Hose Clamps (x5)

Torca Band Clamp (x 1)



#24 Hose Clamps (x4)

#44 Hose Clamp (x1)

#56 Hose Clamp (x1)

PARTS NOT SHOWN:

655-P	Bracket	x1
Y350FC	Header Assembly	x1
S732RC	Muffler Body	x1
Y350HC	Front Heat Shield	x1
Y351HC	Rear Heat Shield	x1
A200HC	Collector Heat Shield	x1
D734HC	Muffler Heat Shield	x1

WARRANTY

Vance & Hines exhaust systems are warranted against defects in material and workmanship for a period of 90 days from the date of purchase from an authorized dealer. This warranty does not cover discoloration of chrome finishes. This warranty is limited to the repair or replacement of a product proven to be defective from normal use. Vance & Hines exhaust systems are designed to fit and operate on OEM motor and chassis. This warranty does not cover any product subject to abuse, misuse, improper installation or modification.

FUEL MANAGEMENT

GET THE MOST OUT OF YOUR RIDING EXPERIENCE...

AN AFTERMARKET EXHAUST SYSTEM IS ONLY YOUR FIRST STEP, NOW YOU NEED FUEL MANAGEMENT.

NOW YOU NEED FUELPAK.

Fuel injected motorcycles are equipped with an ECU (electronic control unit) that's programmed to deliver fuel to the motor based on an air/fuel ratio for a stock air filter and stock exhaust system. When you install a performance exhaust system, your airflow changes, so you need a fuel management system that adjusts your air/fuel ratio to match the changes. That fuel management system is Fuelpak. Fuelpak adds and takes away fuel, allowing for a more precise range of refinement in your air/fuel ratio. Get the perfect fuel management combination with your Vance & Hines exhaust system, get Fuelpak. For more information visit the tuning center at fuelpakfi.com

NOTICE: Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.



MORE POWER : LESS NOISE

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