



Installation Instruction Sheet

Part # 14-2352
EXO Stainless Slip On



Parts Included

- 1 - Muffler
- 1 - Mid Pipe
- 2 - Exhaust Springs
- 2 - 8mm x 1.25 x 20mm Bolts
- 2 - 8mm Washers
- 1 - Spark Arrestor & Spacer Ring

Removal of Stock Exhaust

1. Remove the springs that connect the muffler to the head pipe. (Retain springs for reassembly)
2. Remove the muffler heat shield bolts that hold it to the frame.
3. Remove the muffler mounting bolts then remove the muffler. (Retain muffler gasket for reassembly)

Installation of Big Gun Exhaust

1. Using the 2 supplied bolts and washers, mount the new muffler in the stock location and install the springs from the mid pipe to the head pipe. Be sure to re-install the stock gasket. (Do not tighten muffler bolts just yet)
2. Ensure the muffler is straight then tighten the mounting bolts. Twisting the mid pipe may help.





Installation Tips

► USE LOCTITE

Always use LOCTITE (red recommended) when installing screws on your exhaust tip and base plate. Whenever you install a Spark Arrestor, Vortex Insert, new packing, etc., apply Loctite to all screws that were removed.

► TWIST

When installing your exhaust, keep in mind that the mid pipe coming out of the muffler is **NOT welded in place and is able to be twisted and taken completely out**. This allows for easier adjustment. If needed, remove the spring(s) to adjust the mid pipe, which generally makes it easier to adjust on your vehicle.

► CHECK GASKET

Many slip on models require the use of a stock (OEM) gasket where the mid pipe and head pipe meets. Often times this gasket comes off and is **stuck inside the stock pipe that is removed**. IF your exhaust system requires the use of the stock gasket, **GENTLY** try to remove this gasket to re-use. If it is not salvageable, then you should purchase a new OEM gasket to make a proper seal.

► LOOSEN

It is generally recommended that you **loosen all bolts, head pipe included**, when installing a new exhaust system (slip on or full system) and tighten only when everything is lined up correctly.

► TUNE

Since you now have a performance exhaust, the tuning of your fuel system is required. If you have a carbureted model, proper jetting is required. If you have a fuel injected system, the use of a fuel controller or programmer is required.