Installation Instruction

Part # 14-6862

EXO Stainless Slip On



Parts Included

1 - Muffler
1 - Mid Pipe
2 - Exhaust Springs
2 - 8mm x 1.25 x 20mm Bolts
2 - 8mm x 1.25 Lock Nuts
4 - 8mm Washers
1 - Exhaust Clamp
1 - Spark Arrestor & Spacer Ring

Removal of Stock Exhaust

1. Remove the O2 sensor from the stock exhaust bung.
2. Loosen the muffler clamp.
3. Remove the stock bolts, nuts and washers that hold the muffler to the sub frame then remove the muffler assembly.
4. For MAX models, retain the stock OEM gasket for reassembly.

Installation of Big Gun Exhaust

1. Slide the new exhaust system onto the stock head pipe (For MAX models, use the stock gasket between the head pipe and mid pipe).
2. Secure the muffler to the head pipe with the supplied exhaust clamp and to the frame with the supplied bolts, nuts and washers. (Do not tighten just yet)
3. Ensure the muffler is straight then tighten the exhaust clamp and all mounting bolts.
4. Reinstall the O2 sensor.





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.

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