Installation Instruction

Part # 14-7652

EXO Stainless Slip On



Parts Included

1 - Muffler w/ down spout end tip
1 - Bell-shaped Mid Pipe
2 - Long Exhaust Springs
1 - Spark Arrestor & Spacer Ring

Removal of Stock Exhaust

1. Remove all four rear rack extenders.
2. Remove the four rear rack screws and the two screws in the storage box.
3. Remove the rear rack.
4. Remove the four rear rack support bolts.
5. Remove the springs connecting the muffler to the head pipe.
6. Remove the bolt that attaches the top muffler support hanger to the frame.
7. Slide the muffler out of the one rubber isolator.

Installation of Big Gun Exhaust

1. Slide the top muffler support hanger onto the new muffler.
2. Slide the new muffler into the lower rubber isolator and line up the top muffler support hanger in the stock location. Bolt it in place.
3. Install the springs from the muffler to the head pipe.
4. Make sure alignment of the muffler is straight.
5. Reassemble the rear rack support, rear rack and rear rack extenders.





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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