

Series 1 & Series 2 Pipe Installation Instructions

Contents:

1 - exhaust chamber body
1 - billet exhaust manifold w/orings
1 - aluminum mounting strap
2 - 5 x 20mm allen bolt
2 - 5mm lock washer
2 - 5mm flat washer
1 - 1/4-20x3/4" allen bolt
1 - 1/4-20 nylock nut
2 - 1/4 washer
2 - 10-32 x 3/4" allen bolt
2 - 10-32 nylock nut
2 - springs

What tools you will need:

5mm allen wrench
Phillips screwdriver
Drill motor
5/32" allen wrench
3/16" allen wrench
13/64" drill bit
3/8" wrench
7/16" wrench
Crescent wrench

Step 1: Remove shroud that covers cylinder and stock exhaust. Remove stock exhaust. You can re-install the engine shroud when done, but you will need to trim it to fit.

Step 2: Sport Model - Remove the rear tire. Then, remove the handle pole latch assembly by drilling out the rivets and the holes in the frame with a 13/64" drill bit. Install pipe mount bracket using 2 10-32 allen bolts and nuts. Make sure to install the bolts from inside the rear fender, nuts should be on the outside. Do not tighten at this time. Leave loose for adjustment.

Step 2: Bigfoot Model - It is necessary to twist the aluminum bracket 90 degrees. It is best to do this using a vise, but it can be done when mounted onto the engine mount as described below. The bracket needs to be twisted 90 degrees clockwise when looking down from the top (slotted hole is on the top). Once the bracket is twisted, remove the rear axle nut and rotate the rear fender forward. Remove the top front engine mount screw. Install the aluminum bracket onto the engine mount using the small hole in the bottom of the bracket with the bracket shifted forward. Make sure to use red Loctite on the engine screw. Do not tighten until the pipe is installed and the bracket is properly lined up.

Step 3: Install the springs into the small holes in the exhaust manifold. Then mount billet exhaust manifold, with the springs at the bottom, re-using the stock gasket, and use the supplied 5mm allen bolts, lock washers & flat washers. Lock-tite can also be used on the manifold bolts.

Step 4: Apply a small amount of grease to the orings on the inside of the manifold flange. Then install pipe chamber into the manifold flange and attach the springs to the hooks on the exhaust pipe.

Step 5: Line up pipe mount bracket with chamber, it may be necessary to bend bracket. If so, it is best to remove bracket and place in vise, then use a crescent wrench to bend and twist. Align bracket as best as possible, so as to not put excess stress on exhaust manifold when tightening bracket. Tighten the bracket to the pipe using the supplied 1/4" allen bolt, fender washers, and 1/4" nylock nut. Go through and tighten all other bolts now.

Step 6: Re-tuning of the stock carb may be necessary. Adjust the screw on top of the carb where the throttle cable hooks up. Do this in 1/8th turn increments, in is leaner, while out is richer. Do this until best performance is achieved and then turn the screw back out 1/16th of a turn. Do not go too lean on adjustment as this can cause a piston seizure. Leaner = less fuel, richer = more fuel. While good performance can be achieved with the stock carb, optimum performance is achieved using the HP carb kit. The HP carb allows for finer tuning and better performance.