



XR50 / CRF50

PowerCore4™ Installation

Thank you for purchasing FMF's PowerCore4™ S/A muffler for your **Honda 50**. We have spent countless hours of R & D and testing to insure you receive the highest quality product on the market today.

All FMF's products are developed using the most current design and manufacturing technologies available. We use only the highest quality materials for function and durability. The PowerCore4™ S/A muffler is constructed of an extruded aluminum canister with a TIG welded stainless steel mandrel bent mid-pipe. Tru-Flo modular endcaps are fitted to both ends and we utilize advanced 3-stage sound absorption packing material.

The PowerCore4™ S/A muffler is specifically engineered as a free flowing exhaust with substantial weight savings over the stock muffler. Bolt on FMF performance and FEEL THE POWER!

ATTENTION

This product is designed for closed course use only unless otherwise stated and not intended to meet emission regulations for use on public lands, roads, or access routes - consult with local jurisdictions.

Please read all instructions thoroughly before installation. Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage.

Before you begin installing this product, be sure you are wearing **eye protection** and gloves. You should have a complete understanding of how to remove and replace your stock exhaust. Otherwise, you should have it installed by a professional mechanic. Keep all OEM parts when removing your stock exhaust, as some parts may be necessary to install the FMF exhaust depending on your particular application.

PARTS SUPPLIED

- (1) PowerCore4 Muffler
- (1) Aluminum Spacer

TOOLS REQUIRED

- 8mm Wrench
- Contact Cleaner
- WD-40®
- High Temp Silicone

REMOVAL

OEM = Original Equipment Manufacturer

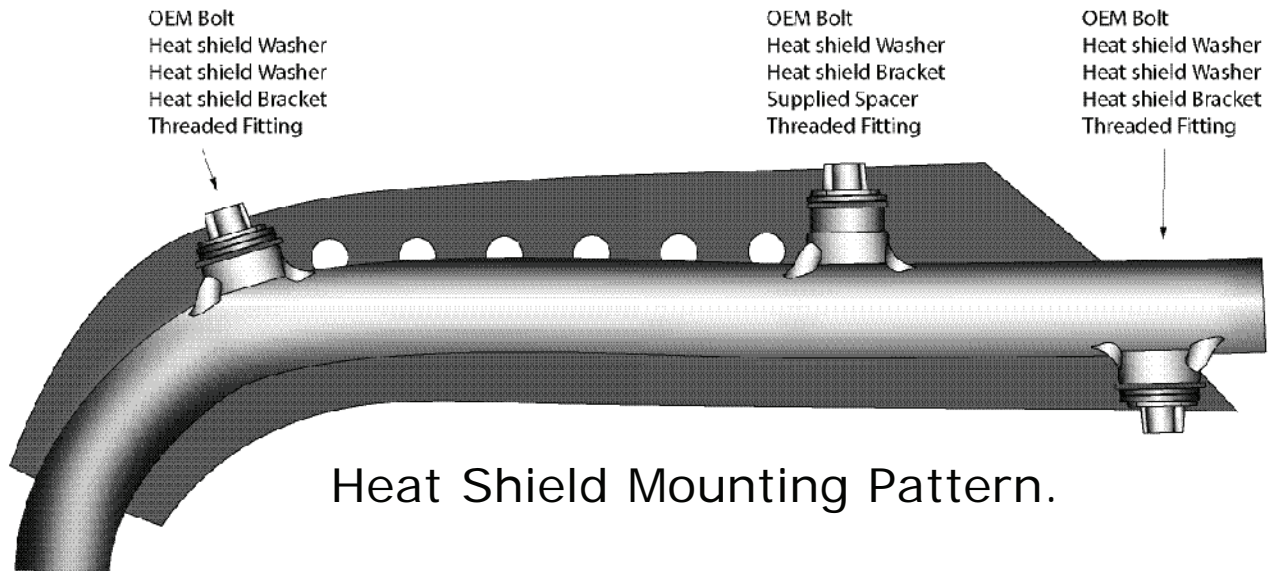
1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove the heat shield from the header. Keep hardware and shield for later use.
3. Remove the two (2) header flange nuts at the front of the motor. Keep for later use.
4. Carefully remove the muffler/header from the engine. Make sure to keep the existing exhaust port gasket. This will be reused if in good condition.

PRE-INSTALLATION

5. Using contact cleaner, clean the exhaust port where the header attaches.

INSTALLATION

6. Insert the OEM exhaust port gasket into the exhaust port. Using High Temp Silicone will help give it an improved seal.
7. Install the FMF header onto the exhaust port using the OEM nuts and loosely tighten.
8. Install the rear mounting stock OEM bolt. Do not fully tighten at this time.
9. Make sure the header and muffler are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to OEM specified torque specs, starting from the front and working your way back.
10. Inspect the complete exhaust to make sure there is no contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust port and mounting points. Confirm all controls operate in accordance with the manufacturer's specifications.



Heat Shield Mounting Pattern.

POST-INSTALLATION

11. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
12. Let engine cool completely and re-torque all mounting hardware to the manufacturers specifications.

MAINTENANCE

To clean your FMF muffler, allow to cool and use mild soap and water. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Windex® works great on the muffler canister to prevent streaking and uneven discoloration.

We recommend repacking your FMF muffler after every 20-30 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your muffler if water enters into the chamber. We have various packing materials to choose from. We also recommend cleaning the spark arrestor screen (if equipped) gently using a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler using a allen wrench. Do not remove the rear endcap. Gently slide out the front mid pipe from the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. Wrap the core with new packing and secure with a strip of 1/2" masking tape. Do not pack too tightly, as this will hamper performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of high temp silicone on the front endcap where the aluminum canister slips over. Slide inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Wipe off any excess silicone. Re-install the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister.

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