



INSTALLATION INSTRUCTIONS

ROCKSTAR | TOURING®

MINIMUM REQUIRED TOOLS:



FLAT HEAD SCREWDRIVER



1/2", 9/16", 14mm, 7/8" or 22mm WRENCHES



5/16", 1/2", 9/16" SOCKETS AND RATCHET



SNAP RING PLIERS



3/16", 1/4", 5/16" ALLEN WRENCH



TORQUE WRENCH



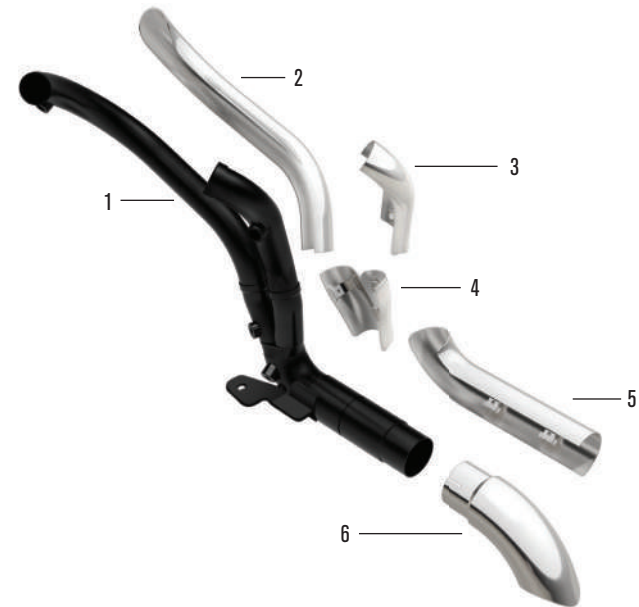
SYSTEM SHOWN IN CHROME

INCLUDED HARDWARE:



- 1. (2) O2 PLUG SOCKET
- 2. (2) O2 PLUG SOCKET
- 3. (1) CLAMP 2.50 BAND MUFFLER SS
- 4. (6) CLAMP 1.75 BAND HS SS
- 5. (2) CLAMP 2.50 BAND HS SS
- 6. (1) ZIP TIE BLACK NYLON
- 7. (1) THREADLOCKER
- 8. (1) TRANS BRACKET (Fits 95-06 models)
- 9. (1) BOLT HEX 3/8-16 x 1.00
- 10. (1) Nut Hex Flange 3/8-16
- 11. (1) Washer Flat 3/8
- 12. (1) Washer Split Lock 3/8

- CHROME PART # 7210705
- BLACK PART # 7210706



- 1. HEAD PIPE ASSEMBLY
- 2. FRONT HEAT SHIELD
- 3. REAR HEAT SHIELD
- 4. Y-COLLECTOR HEAT SHIELD
- 5. MID-SECTION HEAT SHEILD
- 6. MUFFLER TIP



IMPORTANT INFORMATION

1. Register your new product.
2. When installing new MagnaFlow exhaust systems, be sure your hands are clean and free of oil, lotion or similar products. After installation is completed and before starting the motorcycle, thoroughly clear the new exhaust system with a clean, soft cloth and cleaning solvent that leaves no residue. Debris, residue or fingerprints left on the system may cause damage to the finish. Damage or discoloration to finish is not covered by warranty.
3. MagnaFlow advises replacing worn or damaged gaskets.
4. Make sure there are no exhaust leaks at the junctions and connecting points of the exhaust pipes and/or mufflers, or at the cylinder.
5. Leaks due to improper installation may cause the engine to overheat. This may cause discoloration.

Maximize your motorcycles performance and efficiency by complementing your new MagnaFlow exhaust system with a fuel tuner management system and or EFI remapping. Remapping is suggested to optimize performance while reducing the possibility of damage to your motor or new exhaust system.

NOTICE: MagnaFlow makes every effort to design exhaust systems which enhance the riding experience. However, due to restraints on some models, tolerances, ground and or cornering clearance may not improve and in some cases may be reduced. Adjustments to the motorcycle not listed here may be required for proper fitment. Be sure to carefully follow all installation instructions.

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES.

Some part numbers not available in California. The California Air Resources Board (CARB) does not permit the use of aftermarket emission-related part(s) that alter the performance of OEM emission-related devices unless CARB has issued an Executive Order. Check Federal, State and local laws for compliance.

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CALIFORNIA EMISSIONS NOTICE

Some part numbers are not legal for sale or use in California. The California Air Resources Board (CARB) does not permit the use of aftermarket emission-related part(s) that alter the performance of OEM emission-related devices unless CARB has issued an Executive Order, other than on racing vehicles on closed courses. Check your local laws and manufacturer's information.

In California, the sale and installation of motorcycle aftermarket exhaust parts that may have the potential to impact emissions are regulated by the California Air Resources Board (CARB). The sale, installation and use of emissions related aftermarket exhaust parts on motorcycles is prohibited unless the exhaust part is either an OEM "replacement part" as defined by the state of California, or is specifically permitted for use by an Executive Order issued by CARB.

(1) Replacement Parts

Replacement Parts are aftermarket parts that are functionally identical to the stock OEM part they are intended to replace, and therefore do not adversely impact emissions when installed and in use. Replacement Parts are permitted for sale, installation and use on motorcycles used on or off the public highways in California. For motorcycles, these parts fall in to two categories:

CALIFORNIA EMISSIONS NOTICE (CONT.)

* No emission control - If the motorcycle's stock exhaust system does not contain any emission control components, then an aftermarket exhaust part is a Replacement Part and no EO is required.

* Upstream emission control devise. If the motorcycle's stock exhaust system contains a catalytic converter, then an aftermarket exhaust part positioned downstream from the catalytic converter (i.e. cat-back) is a Replacement Part as long as it does not remove, replace or adversely affect any emission control equipment originally attached to the stock exhaust system.

(2) Executive Order Parts

All exhaust parts that incorporate or impact any emission control devise require a CARB issued Executive Order allowing the parts to be advertised, sold, offered for sale and installed in California, pursuant to specific application.

PLEASE NOTE:

Several MagnaFlow motorcycle exhaust systems are designed to be used with O2 and non-O2 sensor applications. If your motorcycle does not come equipped with O2 sensors, simply skip any steps referring to them.

Also, make sure to retain all factory hardware and brackets as they may be used during the installation process.

1. Locate and remove the two D-ring pins inside of each saddlebag. (Figure 1)



Fig.1a



Fig.1b

2. Remove each saddlebag by carefully lifting them up and away from the motorcycle. Safely set saddlebags to the side. (Figure 2)



Fig.2

3. Locate and loosen the factory clamp at the inlet side of the OEM mufflers. (Figure 3)



Fig.3

4. Remove the two 5/16 inch bolts and washers attaching each muffler to the saddlebags mounts. (Figure 4)

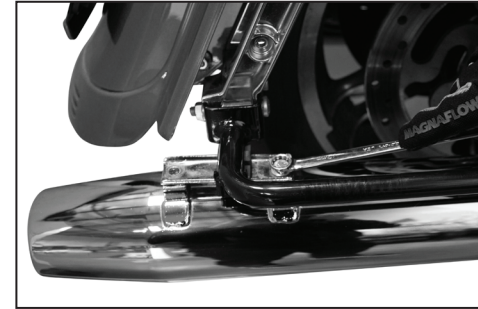


Fig.4

5. Slide each muffler towards the rear of the bike to remove it from the head pipe assembly. *Note: Penetrating lubrication may be necessary to assist in the removal of the muffler. (Figure 5)*

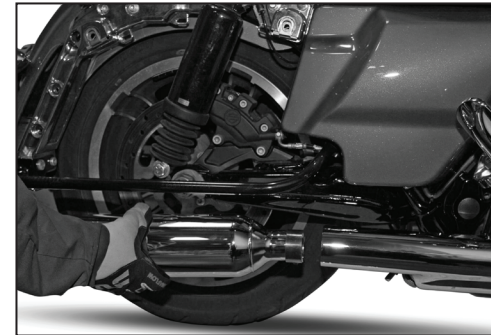


Fig.5

6. Remove the mid section and rear cylinder heat shields by removing the heat shield clamps. (Figure 6)

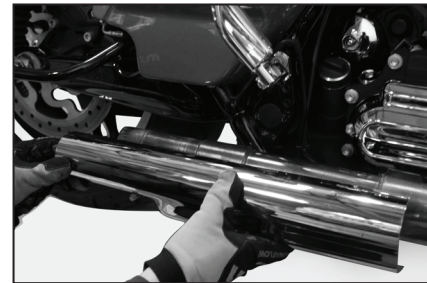


Fig.6a

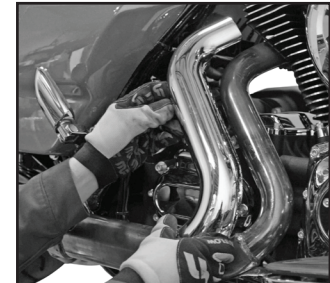


Fig.6b

7. Locate and remove the two mounting bolts holding the right floorboard. (Figure 7)



Fig.7a

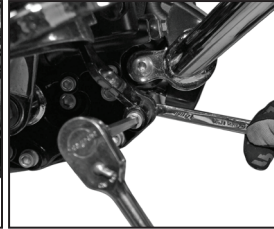


Fig.7b



Fig.7c

8. Remove the front cylinder heat shield by removing the heat shield clamps. (Figure 8)



Fig.8

9. Locate and remove the left side head pipe mounting bolt and loosen the connector clamp located underneath the motorcycle. (Figure 9)



Fig.9

10. Remove the left side head pipe assembly.

11. Locate and remove the four exhaust flange mounting nuts on each cylinder. (Figure 10)

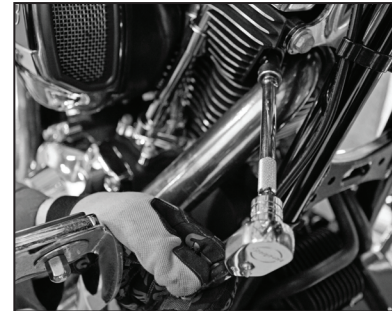


Fig.10a



Fig.10b

12. Remove the head pipe assembly mounting nut and head pipe assembly. (Figure 11)

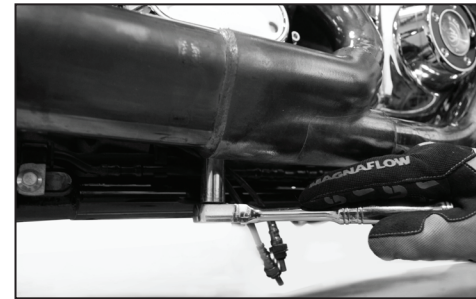


Fig.11

13. Remove the two O2 sensors from the head pipe assembly. To insure continued performance from your stock O2 sensors, keep any fingerprints, debris, or chemicals away from the tips. Please
14. From the stock head pipe assembly, remove the circlips and mounting flanges to reuse with the new system. Be sure to replace any reused hardware that is worn or damaged before installing your Magnaflow motorcycle exhaust system. Please reference item 2 on the Important Information page.

PLEASE NOTE:

Several MagnaFlow motorcycle exhaust systems are designed to be used with O2 and non-O2 sensor applications. If your motorcycle does not come equipped with O2 sensors, simply skip any steps referring to them. It will be necessary to install the supplied O2 sensor plugs during the installation process.

Also, make sure to retain all factory hardware and brackets as they may be used during the installation process.

1. Install the factory mounting flanges and circlips, removed from the factory system, on the new head pipes. (Figure 12)



Fig. 12

2. Carefully install the factory O2 sensors into the new head pipes
3. Install the head pipe assembly to the exhaust port using the factory exhaust port nuts. Do not tight the nuts at this time to allow for adjustment. (Figure 13)



Fig. 13

4. Attach the head pipe assembly to the factory mounting bracket located on the bottom side of the transmission, using the factory bolt and nut. Do not tight the nut at this time to allow for adjustment. (Figure 14)



Fig. 14

5. Insert the supplied heat shield clamps to the heat shields by inserting the end of the clamp through the retaining bracket. (Figure 15)



Fig. 15

6. Attach the front, rear, and midsection heat shields to the head pipe assembly using the heat shield clamps. Do not tight the clamp at this time to allow for adjustment. (Figure 16)

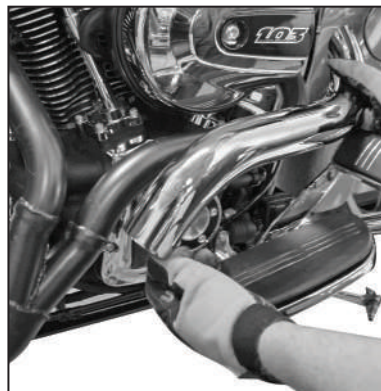


Fig. 16a

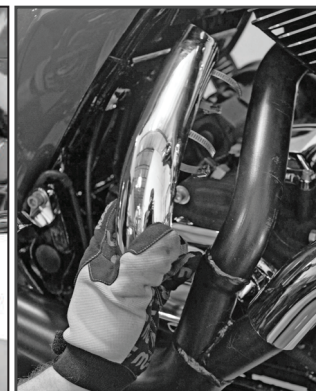


Fig. 16b

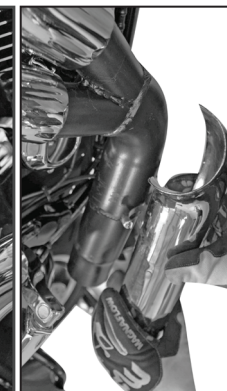


Fig. 16c

7. Attach the Y-collector heat shield to the head pipe assembly by first sliding the bent tab underneath the midsection heat shield, then attaching the heat shield clamps. Do not tight the clamp at this time to allow for adjustment. (Figure 17)

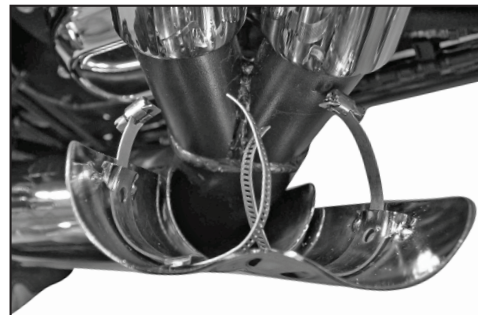


Fig. 17a



Fig. 17b

- Slide the 2.50 inch exhaust clamp on the end of the exhaust tip making sure that the bolt head is facing up. Install the tip onto the head pipe assembly. The tip can be rotated to you to personalize your system. Make sure the tip is not positioned in a manner that may cause harm or damage to the riders or interfere with the operation or proper function of the motorcycle. Do not tight the clamp at this time to allow for adjustment. (Figure 18a, 18b, 18c)

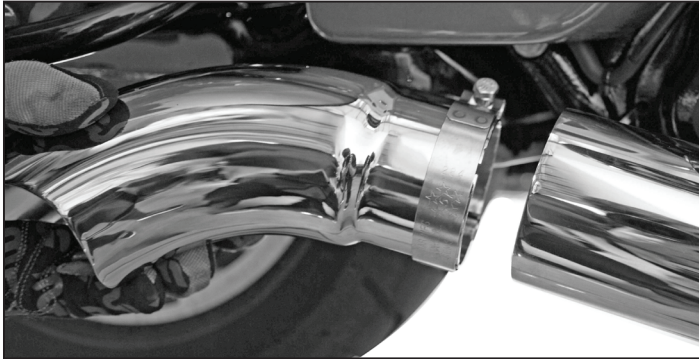


Fig. 18a



Fig. 18b



Fig. 18c

- Adjust the exhaust system as necessary and tighten all of the bolts and clamps.
- Re-route and plug in the O2 sensors to the factory harness. Secure the harness wire using the supplied cable tie.
- Before starting the motorcycle, make sure to check that all of the exhaust components including O2 wiring have been properly installed and have proper clearance to avoid damage. Make sure that all hardware has been tightened to factory specifications. Please reference item 2 on the Important Information page.

Note: Remapping the EFI unit is suggested to optimize performance while reducing the possibility of damage to your engine or new exhaust system.