



MORE POWER : LESS NOISE



Congratulations, you have purchased the finest exhaust system for your motorcycle on the market. Your Vance & Hines exhaust system is designed and crafted for maximum performance, a perfect fit, a great sound and unbeatable style.

Attention installer (if other than owner), please forward this instruction sheet to the owner of this product. These instructions contain valuable information to the end user.

**TOOLS
REQUIRED**

- Flat blade screwdriver
- #3 Phillips Head
- 5/16" Nutdriver
- 1/2" & 14mm Combination wrenches
- 3/16" & 1/4" Allen wrenches
- Snapping pliers
- 3/8" Ratchet & extensions
- 1/2" Socket
- 7/16 & 9/16 Deep Sockets

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

**STOCK EXHAUST
SYSTEM REMOVAL**

1. Remove seat to gain access to rear oxygen sensor connector. Unplug sensor and feed end of wire through frame to free it from motorcycle. NOTE: Pay attention to wire routing for re-installation.
2. Remove two bolts holding rectifier onto front of frame (near front tire). Open plastic cover to gain access to front oxygen sensor connector. Unplug sensor from harness. Remove cable tie holding wire to frame and feed end of wire through to free it from motorcycle.
3. Loosen heat shield clamps on both the front and rear head pipes.
4. If equipped, remove front head pipe clamp bolt.
5. Remove the bolt that attaches rear head pipe clamp to mounting bar.
6. Remove two cylinder exhaust port flange nuts from each head pipe, located at the cylinder head.
7. Remove the complete exhaust system and set aside (Assistance may be required).
8. Remove stock mounting bar and the studs in the transmission cover.
9. Remove left bolt below the transmission cover. Position mounting bracket 756-P over mounting location to determine which bolts to remove (Figure 1). Install this bolt in the top hole left vacant by the new bracket.
10. Carefully remove the flanges and circlips from the stock exhaust system using snapping pliers. NOTE: Replace bent or damaged circlips.
11. Check condition of exhaust gaskets and replace them if damaged or worn. Stock HD Gaskets 65324-83B
12. Remove stock oxygen sensors using the 14m wrench, set them aside for they will be re-used on new system

FIGURE 1

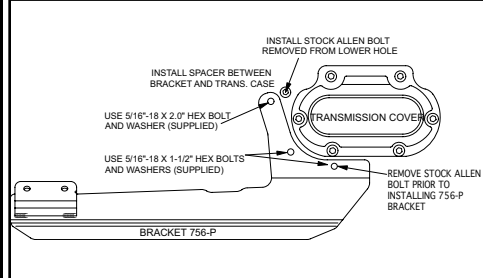


FIGURE 2

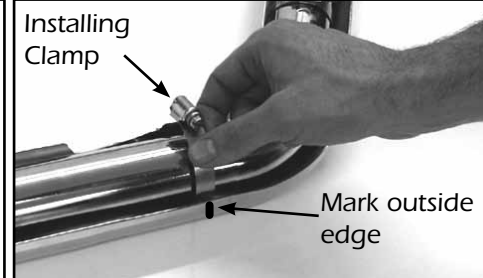


FIGURE 3

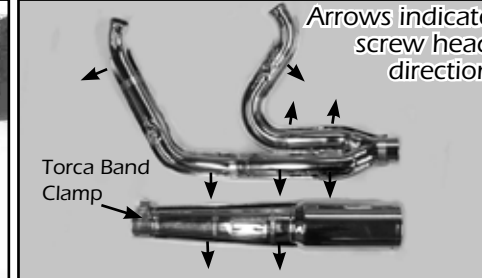


FIGURE 4

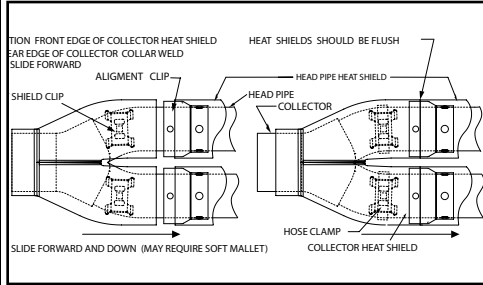


FIGURE 5

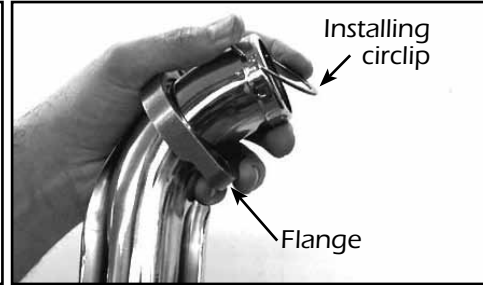


FIGURE 6

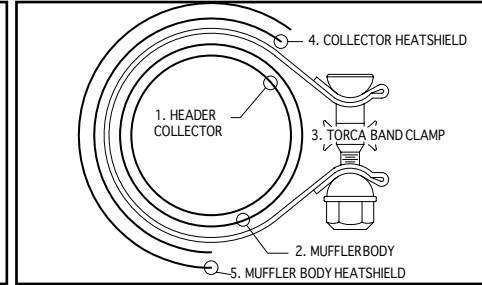


FIGURE 7



Note: Black Ceramic exhaust systems require special care during installation. Applying low tack tape (painters or equivalent) to edges or areas where movement or scratching can occur during installation can be very helpful.

1. Locate the 5/16 x 2.0" hex head bolt (supplied) and insert this bolt along with a 5/16" washer (supplied) into the TOP hole in bracket 756-P. Insert the 11/16" spacer between the bracket and transmission on the 5/16 x 2.0" hex bolt. With the two remaining 5/16" x 1.5" hex bolts and washers (supplied) attach the bracket to the transmission. (Figure 1)
2. Remove head pipes and heat shields from protective packaging. Place each heat shield on a non-abrasive surface such as a blanket or carpet large enough to fully protect heat shields. Using a pencil, lightly mark the outside edge of each heat shield to show location of mounting clips that hose clamps will loop. (Figure 2).
3. Lay head pipes into their respective heat shields. Use care when installing the #24 and #20 hose clamps to avoid damaging the coating; install by carefully feeding through the tail end of clamps. Install # 24 hose clamps on the four heat shield clips located closest to the collector end of the heat shield. The #20 hose clamps are inserted into the three other heat shield clips. (Figure 2). Take note of clamp screw head direction (Figure 3). Screw head must be accessible when system is installed on motorcycle for adjustment purposes. NOTE: To avoid excessive movement of heat shield during installation, only finger tighten at this time.
4. Apply a small amount of anti-seize compound to the threads of the oxygen sensors and install them into the new head pipe
5. Install exhaust port flanges and circlips (from stock system) onto head pipes (Figure 5). NOTE: Use care when installing flanges, using a low tack tape (blue painters or equivalent) if necessary to protect the edges of the heat shields from damage
6. Using stock flange nuts, carefully install head pipes into exhaust ports, starting with the rear cylinder. Assistance may be required. NOTE: Do not tighten at this time.
7. Slide the nut plate (supplied) into the bracket that is welded to the back side of the muffler. Loosely install two 5/16" flange head bolts (supplied) through 582-P bracket into nut plate.
8. Install Torca band clamp with bolt facing down (supplied) onto end of muffler body (Figure 3 and 6).
9. Install collector heat shield onto header by sliding it on from the rear (Figure 4). NOTE: Do not force collector heat shield directly onto header from the side, damage to collector heat shield will result. Attach collector heat shield with two #24 hose clamps (supplied). NOTE: Finger tighten at this time.

10. Holding the muffler Body (D733RP) in a vertical position (large end down) slip the muffler body heat shield (stamped D739HP) onto the muffler body from front to back and secure with a #44 hose clamp in the front and a #56 hose clamp in the rear. (Figure 3) NOTE: Use care when installing heat shield to avoid damaging the muffler body coating. Use a low tack tape (painters tape or equivalent) to protect the transition on the muffler body (D733RP) between tapered section and 4.5" round end section during installation. Finger tighten the hose clamps at this time to prevent the heat shield from excessive movement. (Figure 3).
11. Install muffler assembly onto collector of header assembly (Figure 6). Attach muffler assembly to installed bracket and secure with 5/16" Flange head bolts (Supplied).
12. Tighten muffler body heat shield and leave about 1/16" even gap on the rear between heat shield and muffler body (Figure 7). Make sure top edge of heat shield is aligned with centerline of muffler body to maintain acceptable clearance.
13. Tighten the exhaust port flange nuts, nut plate bolts, Torca band clamp and 5/16" flange head bolts at the bracket.
14. Tighten hose clamps securing header heat shields and collector heat shield making sure that they are flush. (Figure 4)
15. Feed wire for front oxygen sensor (Gray) through frame and into holder on frame. Plug sensor into stock wiring connector. Snap plastic holder closed to hold connector in place.
16. Put toothed edge of wiring holder into slot in frame. Re-install rectifier so that it fits under tooth of wiring holder, keeping it in place in frame. Tighten both bolts.
17. Feed connector for rear oxygen sensor (Black) through frame and into the underseat compartment. Plug sensor into stock wiring connector.
18. Re-install seat.
19. Check for adequate clearance between all exhaust system components and motorcycle accessories prone to heat damage.
20. Be sure to tighten all hardware before starting your motorcycle.
21. After installation and before starting motorcycle, completely clean pipes and mufflers with cleaning warm soapy water and a clean soft cloth. Dry with clean towel to remove any residue. NOTE: Any residue, oil, or fingerprints will stain the chrome when the metal heats up.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

1. When installing a new set of black pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with warm soapy water and soft cloth. Dry with clean towel to remove any residue (chrome wax / polish, glass cleaner, alcohol, ammonia, etc...) before starting the motorcycle.
2. Avoid long periods of idling as this can cause discoloration.
3. Intake leaks can cause the engine to run lean and overheat, this could lead to discoloration.
4. Make sure there are no exhaust leaks at the junction of the exhaust pipes and cylinder head. We recommend replacing gaskets if they are worn.

VANCE & HINES OPTIONAL ACCESSORIES

FUELPAK



FUEL MANAGEMENT:
Take the guess work out of fuel injection with Fuelpak Fuel Management, P/N 61005. Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.

QUIET BAFFLE

Quiet baffle P/N 21903 is available for this system. The quiet baffle will lower the sound level by 2-3db on average. Contact your local dealer to order.

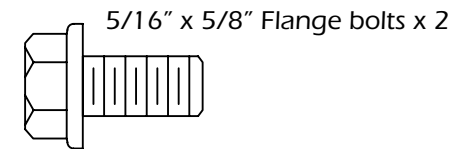
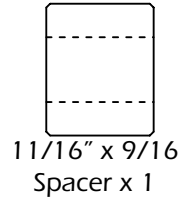
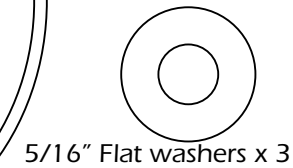
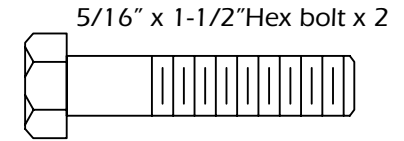
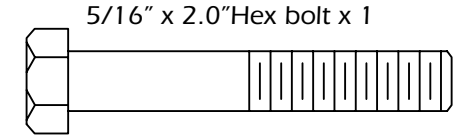
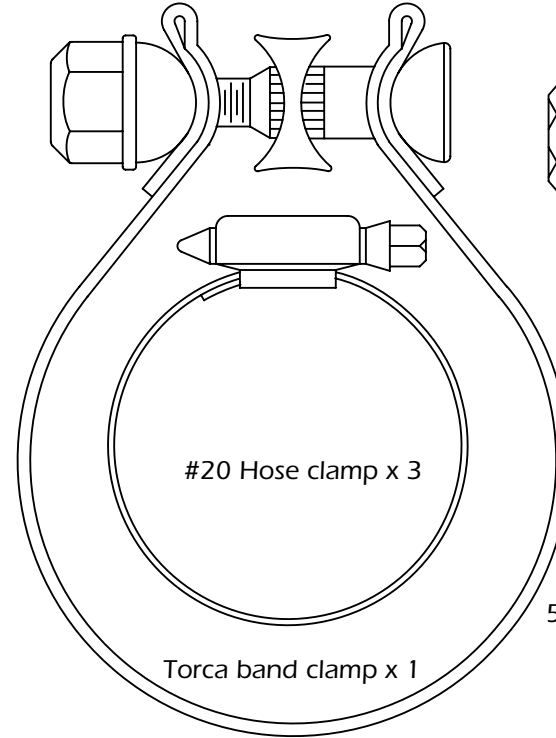
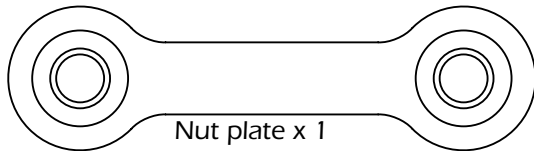
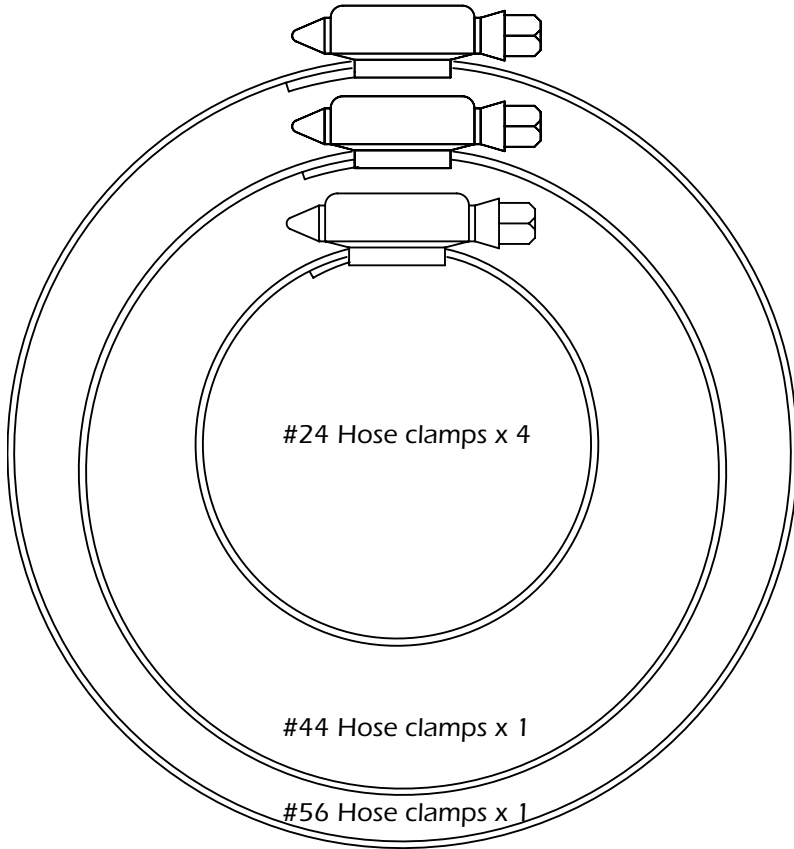
PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.



PACKING LIST

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ALL PARTS SHOWN ARE ACTUAL SIZE



PARTS NOT SHOWN:

756-P	Bracket	x 1
D645FC	Header assembly	x 1
D733RP	Muffler body	x 1
D656HP	Front heat shield	x 1
D657HP	Rear heat shield	x 1
A205HP	Collector heat shield	x 1
D739HP	Muffler body heat shield	x 1

WARRANTY

Vance & Hines exhaust systems are warranted against defects in material and workmanship for a period of 90 days from the date of purchase from an authorized dealer. This warranty does not cover discoloration of chrome finishes. This warranty is limited to the repair or replacement of a product proven to be defective from normal use. Vance & Hines exhaust systems are designed to fit and operate on OEM motor and chassis. This warranty does not cover any product subject to abuse, misuse, improper installation or modification.

FUEL MANAGEMENT

GET THE MOST OUT OF YOUR RIDING EXPERIENCE...

AN AFTERMARKET EXHAUST SYSTEM IS ONLY YOUR FIRST STEP, NOW YOU NEED FUEL MANAGEMENT.

NOW YOU NEED FUELPAK.

Your fuel injected Harley-Davidson® is equipped with an ECU (electronic control unit) that's programmed to deliver fuel to the motor based on an air/fuel ratio for a stock air filter and stock exhaust system. When you install a performance exhaust system, your airflow changes, so you need a fuel management system that adjusts your air/fuel ratio to match the changes. That fuel management system is Fuelpak. Fuelpak adds and takes away fuel, allowing for a more precise range of refinement in your air/fuel ratio. Get the perfect fuel management combination with your Vance & Hines exhaust system, get Fuelpak.

NOTICE: Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.



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Vance & Hines puts everything within reach.