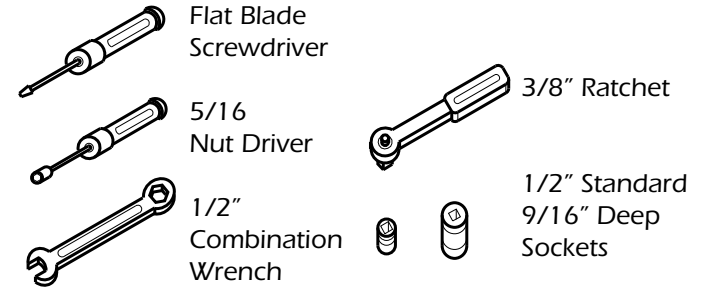




Congratulations, you have purchased the finest exhaust system for your motorcycle on the market. Your Vance & Hines exhaust system is designed and crafted for maximum performance, a perfect fit, a great sound and unbeatable style.

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**



**READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION**

**STOCK EXHAUST  
SYSTEM REMOVAL**

1. Before removing the stock exhaust system note orientation particularly of the support bar between the two muffler bodies (Figure 1) and the muffler clamps. If necessary, using tape or another easily removable means, note the orientation on the stock support to ease re-installation.
2. Remove the four 1/2" lock nuts that hold the support bar to the stock mufflers and remove the stock support bar and bolts (set the nuts, bolts and support bar aside as they will be used later).
3. Using the 9/16" deep socket, loosen the clamps holding the mufflers onto the head pipes and remove the mufflers from the head pipes. NOTE: May require assistance and the use of penetrating oil.
4. The stock muffler clamps may be re-used. However Vance & Hines recommends replacing them with new clamps (Vance & Hines part # A335HW-R). If using the stock clamps, be sure the T-Bolt does not twist out of the groove during tightening. This could allow the clamp to loosen with use.

FIGURE 1



FIGURE 2



FIGURE 3

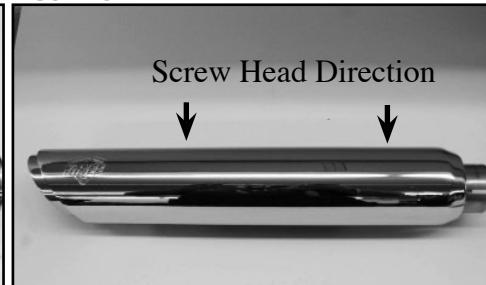
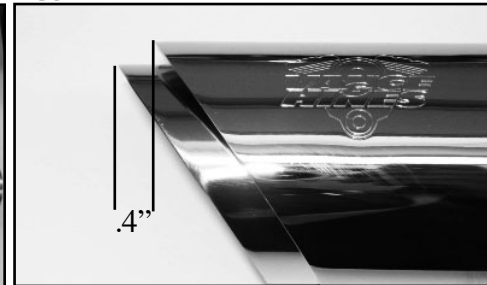


FIGURE 4




VANCE & HINES EXHAUST SYSTEM INSTALLATION

1. Remove the muffler assemblies and heat shields from their protective packaging. Place each heat shield on a non-abrasive surface such as a towel, blanket or carpet.
2. Carefully lay the muffler assembly into the heat shield and loosely install the hose clamps (supplied) by feeding the tail end of the clamp into the heat shield clips (Figure 2). Note the direction of the clamp screw heads, they must be accessible for adjustment when system is installed (Figure 3).
3. Adjust the heat shield so that the muffler body protrudes beyond the heat shield by .4 inches, and the muffler body and heat shield edges are parallel. (Figure 4). Tighten band clamps.
4. Slip a T-Bolt clamp over the nose of a muffler assembly. Slide the assembly onto the lower (Front) head pipe until the muffler body makes contact with the stock header heat shield. The clamp must be oriented with the nut accessible from below. Tighten the clamp enough to hold the muffler in place and allow for adjustment later.
5. Repeat step 4 with the upper muffler assembly. The clamp must be oriented with the nut being accessible from the top.
6. Insert the stock 5/16" carriage bolts into the slots in the bracket welded to the muffler body.
7. Install the stock muffler support bar onto the 5/16" bolts and secure it with the stock 1/2" lock nuts but do not tighten fully at this time to allow for muffler alignment. NOTE: Make sure that the support bar is correctly oriented and that the bar ends sit flat against both mufflers; rotate the mufflers if necessary (See Stock System Picture - Figure 1).
8. Align the mufflers, viewing from the rear of the motorcycle, the mufflers should appear aligned with each other vertically and from the side they should appear parallel with each other and the stock heat shields.
9. Holding the correct alignment, tighten the muffler clamps and support bar locking nuts. NOTE: May require assistance at this time to visually check alignment while you tighten the hardware.
10. Be sure to verify that all hardware has been tightened before starting your motorcycle.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

1. When installing a new set of chrome pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with a soft cloth and cleaning solvent that will leave no residue (chrome wax / polish, glass cleaner, alcohol, ammonia, etc...) before starting the motorcycle.
2. Follow owners manual instructions regarding use of the choke (starter enricher). If left on longer than recommended, discoloration may be accelerated.
3. Avoid long periods of idling as this can cause discoloration.
4. Intake leaks can cause the engine to run lean and overheat, this could lead to discoloration.
5. 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

<b>FUELPAK</b>		<p>FUEL MANAGEMENT FOR FUEL INJECTED MODELS: Take the guess work out of fuel injection with the new Fuelpak Fuel Management System.</p>	<b>BAFFLES</b>	21899	Quiet Baffle
				21897	Competition Baffle
				21874	Replacement Baffle

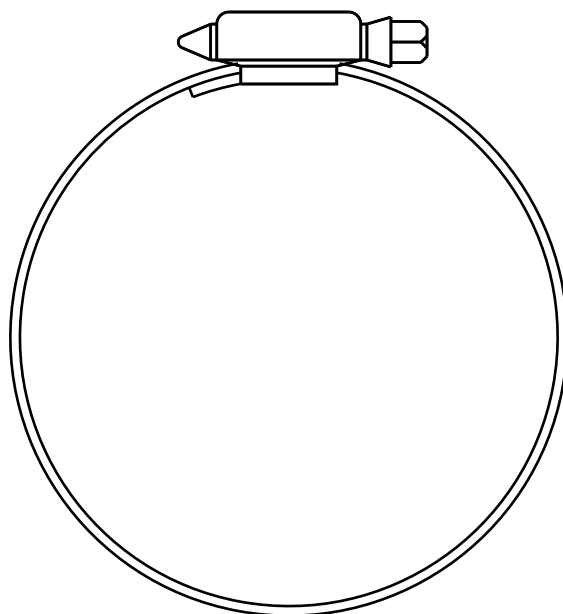
PLEASE NOTE:  
Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation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



PACKING LIST

ALL PARTS SHOWN ARE ACTUAL SIZE

(1.81-2.75")  
#36 hose clamp X4



**PARTS NOT SHOWN:**

- |        |                     |     |
|--------|---------------------|-----|
| D743RC | Muffler Assembly    | x 2 |
| D742HC | Muffler Heat Shield | x 2 |

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.

## FUELPAK

**GET THE MOST OUT OF YOUR RIDING EXPERIENCE...**

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

### **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.

