

**HARLEY-DAVIDSON® SOFTAIL BREAKOUT / CVO BREAKOUT
BIG RADIUS
INSTALLATION INSTRUCTIONS
PART# 26065**



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
- 5/16" Nutdriver
- 3/8", 1/2", 9/16" & 14mm Combination wrenches
- Snap Ring Pliers
- 3/8" Ratchet, extensions
1/2" & 9/16" Sockets
3/4" Deep Socket

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

**STOCK EXHAUST
SYSTEM REMOVAL**

1. Remove the seat, locate the rear O2 sensor connector and unplug the sensor from the harness. Remove the battery and feed the sensor cable end through the frame. NOTE: Pay attention to wire routing for re-installation. Refer to service manual for proper battery removal.
2. Unplug the front sensor (located behind the rectifier) from harness and feed the end of the wire through the frame, freeing it from motorcycle.
3. To gain better access to the flange nuts on cylinder heads, it is recommended that you remove the front and rear heat shields from the exhaust pipes and set them aside.
4. Remove the two mounting flange nuts from each head pipe, located at cylinder head.
5. Remove the rear cylinder muffler assembly by first removing the two 1/4" flange head bolts from the underside of the rear muffler body.
6. Next, lift the muffler assembly up to release it from the crossover pipe and carefully remove the assembly from the motorcycle.
7. Remove the 9/16" nuts attaching the crossover/exhaust mount bracket to the frame.
8. Pull lightly outward to free crossover mount and carefully remove the front muffler assembly and the crossover pipe from the motorcycle.
9. Using a 14mm wrench, carefully remove the O2 sensors from the stock head pipes and save for re-use with the new system.
10. Remove the two lower mounting studs from the frame (Figure 1).
11. Carefully remove exhaust port flanges and circlips from the stock exhaust system using snapping pliers. NOTE: Replace bent or damaged circlips. Check exhaust port gasket condition and replace if damaged, Recommended replacement P/N 65324-83B.

FIGURE 1

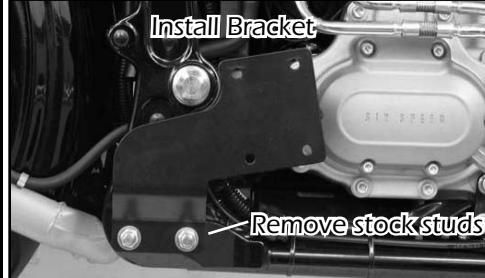


FIGURE 2



FIGURE 3

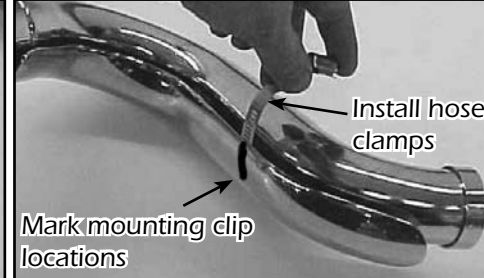


FIGURE 4

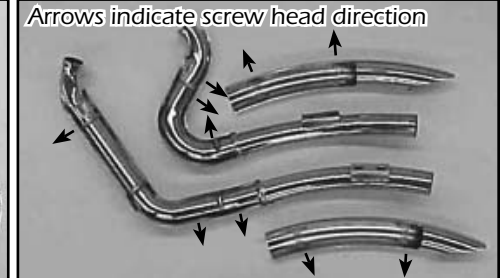


FIGURE 5



FIGURE 6



FIGURE 7

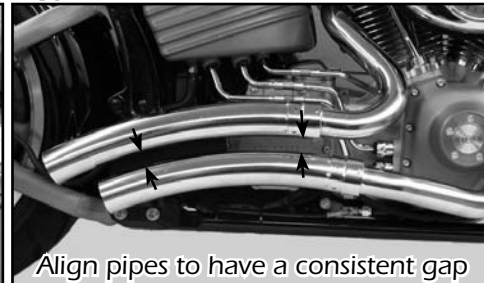


FIGURE 8



- At the location where the stock mounting studs were removed (Figure 1), Install bracket (stamped 499-P, supplied) using two 3/8"x3/4" flange bolts (supplied)(Figure 1).
- Remove head pipes and heat shields from protective packaging. Place each heat shield on a non-abrasive surface such as a blanket or carpet. Using a felt tip pen, mark outside edge of each heat shield to show location of hose clamp mounting clips (Figure 3).
- Apply a small amount of anti-seize compound to the threads of the oxygen sensors and install them into the new head pipes (Gray lead installed into the front head pipe and the black lead installed into the rear head pipe). NOTE: Be careful not to get anti-seize on sensor tip, it may affect sensor function.
- Lay head pipes into head pipe heat shields (Figure 2) and loosely install the #20 hose clamps (supplied) into mounting clips (Figure 3). NOTE: Muffler heat shields will be installed after pipes are on the motorcycle. Screw heads should be accessible when system is installed on motorcycle for adjustment purposes (Figure 4). Do not tighten at this time.
- Install circlips and flanges from stock system onto both new head pipes.
- For the CVO Models so equipped, it is recommended that the swing arm bolt chrome cover (right side, with cutout) be removed (Figure 5)
- Using stock flange nuts, carefully install head pipes onto motorcycle. Do not tighten at this time.
- Use the nut plates and 5/16"x5/8" flange bolts (supplied) to attach the pipes to the bracket (Figure 6). Do not tighten at this time.
- Align pipes on motorcycle so the gap between the two muffler bodies is consistent from front to rear (Figure 7). Tighten the exhaust port flange nuts, the 5/16"x5/8" flange bolts (supplied) and the 3/8"x3/4" flange bolts (supplied) attaching the bracket to the frame.
- Using the #28 hose clamps (supplied) install the muffler heat shields Beginning with the D308HC on the front head pipe followed by the D309HC on the rear head pipe. Screw heads should be accessible for adjustment purposes (Figure 4). Do not tighten at this time.
- Adjust all heat shields for the best alignment at the seam where they meet (Figure 8) and tighten all the hose clamps.
- Feed connector for the front oxygen sensor (Gray) through the frame and into the holder on the frame behind rectifier. Plug the sensor into the stock wiring connector.
- Install a new nylon cable tie (supplied) to hold the wires onto frame in the original location.
- Feed wire for the rear O2 sensor through the frame and under the seat. Re-install battery, plug the sensor into the stock wiring connector.
- Be sure to tighten all hardware before starting motorcycle.
- After installation and before starting the motorcycle, completely clean pipes and mufflers with cleaning solvent and a clean soft cloth that will not leave a residue. NOTE: Any residue, oil, or fingerprints will stain the chrome when the metal heats up.

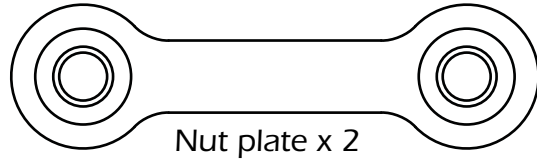
EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

- 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.
- Avoid long periods of idling as this can cause discoloration.
- Intake leaks can cause the engine to run lean and overheat, this could lead to discoloration.
- 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.

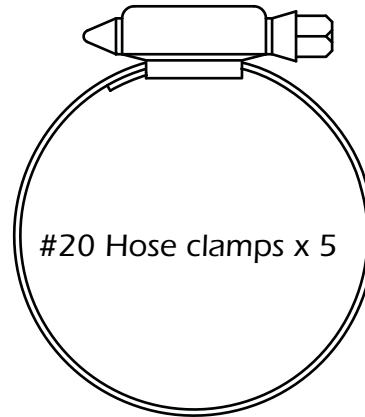
PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation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



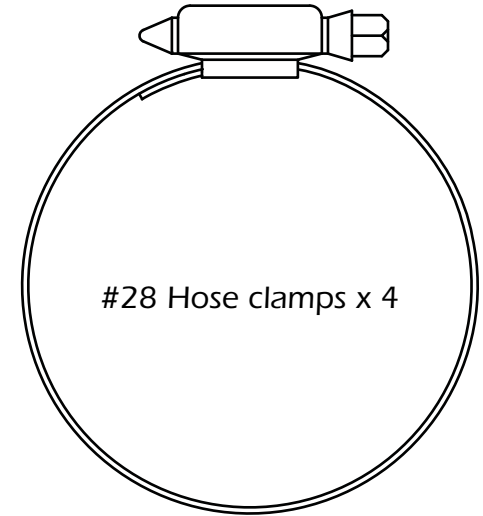
PACKING LIST



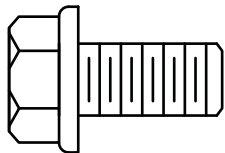
Nut plate x 2



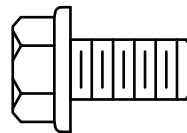
#20 Hose clamps x 5



#28 Hose clamps x 4



3/8"x3/4" Flange bolts x 2



5/16"x5/8" Flange bolts x 4



Nylon cable tie x 1

PARTS NOT SHOWN:

- 499-P Bracket x1
- D782FC Front head pipe x1
- D783FC Rear head pipe x1
- D550HC Front heat shield x1
- D783HC Rear heat shield x1
- D308HC Front muffler heat shield x1
- D309HC Rear muffler heat shield x1

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ALL PARTS SHOWN ARE ACTUAL SIZE

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.