





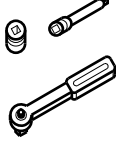
MORE POWER : LESS NOISE



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**

-  8mm Allen Wrenches
-  5/16" Nutdriver
-  1/2", 12, 14mm, 17mm Combination wrenches
-  Flat blade screwdriver
-  3/8" Ratchet, Extensions, 1/2" 12 & 14mm sockets

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

**STOCK EXHAUST
SYSTEM REMOVAL**

1. If equipped, remove right side driver floorboard to ease exhaust system removal and installation.
2. On European models or those equipped with O2 sensors, remove seat and right side cover and disconnect front and rear O2 at connectors. Note routing of O2 sensor cable for re-installation
3. Locate the three bolts and one nut holding the header to the stock brackets and remove using a 12mm socket.
4. Using a 12mm socket, remove the four nuts retaining the headers to the cylinder heads. Carefully remove the stock exhaust system as one unit from the motorcycle. NOTE: Assistance may be required.
5. Remove the four bolts retaining the stock upper and lower brackets. Save the two upper bracket bolts or re-use. Both stock brackets are not re-used. (Figure 1)
6. Check the stock exhaust gaskets to be sure they are in good condition. If you have any doubts as to their condition, replace them.

FIGURE 1

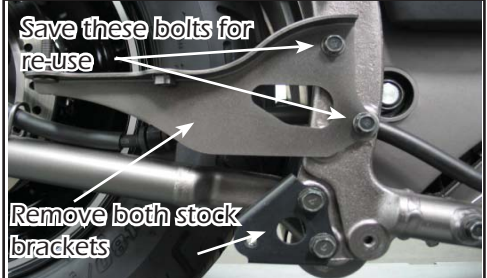


FIGURE 2



FIGURE 3

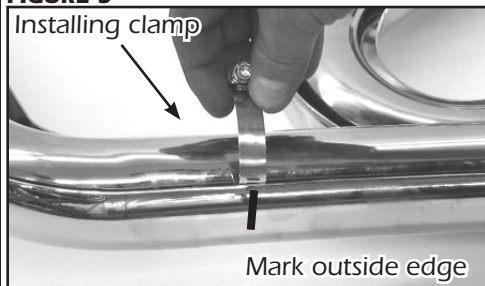


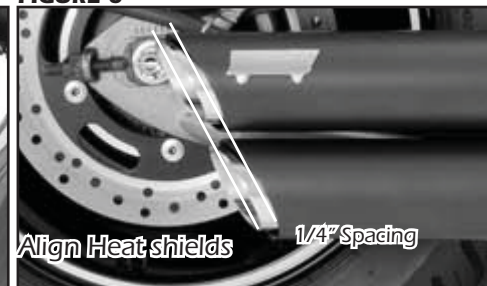
FIGURE 4



FIGURE 5



FIGURE 6



1. On European models, using the 17mm wrench, remove the O2 sensors from stock headers. Using a small amount of anti-seize compound install the O2 sensors using the original front and rear placement in the new headers and tighten. On non-O2 equipped models install O2 sensor plugs with copper washers (supplied).NOTE: Be careful not to get anti-seize on O2 sensor tip, it may affect sensor function.
2. Attach mounting bracket 720-P to frame by using the two stock bracket bolts removed during stock system removal (Figure 2).
3. Remove head pipe assemblies and head pipe 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 for the chrome systems or pencil for the black systems, mark outside edge of each heat shield to show location of mounting clips that hose clamps will loop through (Figure 3).
4. Lay head pipes into their respective heat shields.
5. Install #20 hose clamps by feeding tail end of clamps into heat shield clips (Figure 3). Take note of clamp screw head direction (Figure 4). Screw head must be accessible when system is installed on motorcycle for adjustment purposes.
6. Using stock flange nuts, carefully install head pipes into exhaust ports, NOTE: Use caution not to scratch the black finish. Do not tighten at this time.
7. Slide the two nut plates (supplied) into the brackets that are welded to the back side of the mufflers (Figure 5). Loosely install four 5/16" x 5/8" flange head bolts (supplied).
8. Tighten the exhaust port flange nuts, then 5/16" x 5/8" flange head bolts.
9. Using #36 hose clamps (supplied), and following the same procedures as steps 2,4& 5, carefully install the muffler body heat shields onto muffler bodies.
10. Align muffler body heat shields with the end of the muffler bodies, then slide them towards the front of the motorcycle leaving a 1/4" gap exposing the chrome muffler bodies (Figure 6).
11. Tighten all hose clamps securing heat shields.
12. On European models, insert both O2 sensor plugs into the connectors and tuck harness into same route position, securing using cable ties (supplied). Re-install plastic cover and seat removed to gain access to the O2 plugs.
13. On later models, due to the new routing of the rear brake line, use one of the supplied zip ties to secure the brake hose away from the front cylinder pipe.
14. Re-install the right side floor board.
15. Check for adequate clearance between all exhaust system components and motorcycle accessories prone to heat damage.
16. Be sure to tighten all hardware before starting your motorcycle.
17. After installation and before starting motorcycle, completely clean pipes and mufflers with soap and water and a clean soft cloth that will not leave a residue. NOTE: Any residue, oil, or fingerprints will stain the finish when the metal heats up.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

1. When installing a new set of pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with warm soapy water and a soft cloth. Dry with clean towel to remove any residue before starting the motorcycle. Do NOT use anything abrasive to clean pipes.
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:

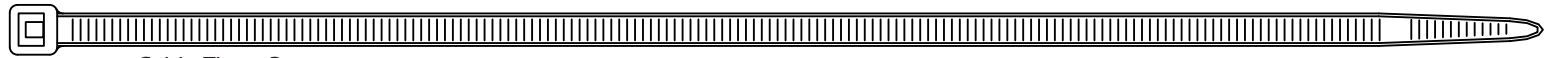
Take the guess work out of fuel injection with Fuelpak Fuel Management. Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.

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.

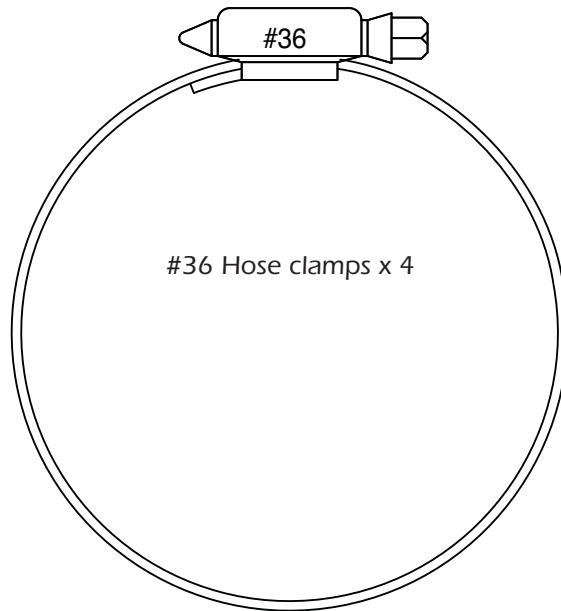
PACKING LIST

MORE POWER : LESS NOISE

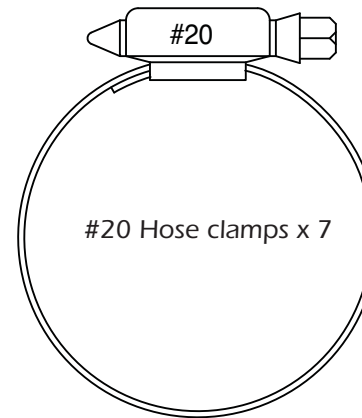
ALL PARTS SHOWN ARE ACTUAL SIZE



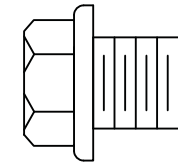
Cable Ties x 3



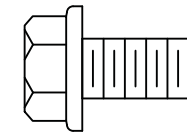
#36 Hose clamps x 4



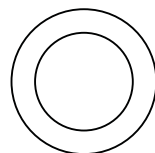
#20 Hose clamps x 7



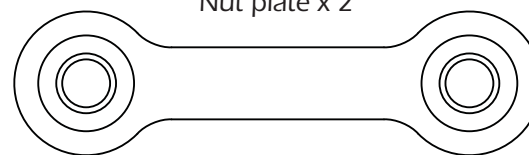
12MM O2 Port Plug x 2



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



12MM washers x 2



Nut plate x 2

PARTS NOT SHOWN:

720-P	Bracket	x1
K382FC	Front Cyl Header	x1
K383FC	Rear Cyl Header	x1
K384HP	Front Cyl heat shield	x1
K385HP	Rear Cyl heat shield	x1
S397HP	Front Cyl Muffler HS	x1
S398HP	Rear Cyl Muffler HS	x1

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 motorcycle 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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