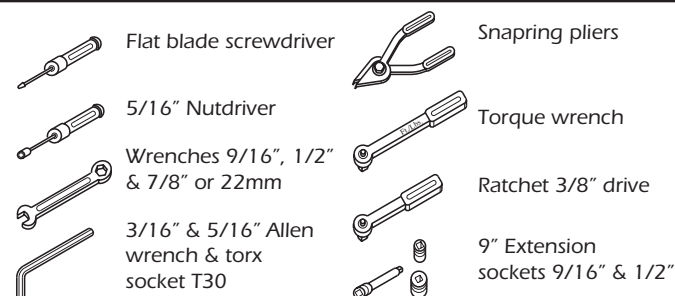




Congratulations, you have purchased the finest exhaust system for your motorcycle on the market. Your Vance & Hines exhaust system is designed and crafted for maximum performance, a perfect fit, a great sound and unbeatable style. Please follow the installation instructions below and if you have any questions, please call our technical support line at (562) 926-5291.

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. If equipped, find and unplug the O2 sensor wires from the wiring harness and remove nylon cable tie holding front wire to frame. Feed the end of the wires through the frame so they are free from the motorcycle. **NOTE:** Pay attention to wire routing for re-installation.
2. Loosen the heat shield clamps on both the front and rear exhaust pipes. This allows easier access to the head pipe mounting nuts.
3. Remove the two head pipe mounting nuts from each flange, located at the cylinder head.
4. Remove the clamp bolt which mounts the rear head pipe to the belt drive cover bracket.
5. Remove the two bolts from each muffler body where they attach to the mounting bar. Carefully remove exhaust pipes from the motorcycle and set aside.
6. Remove the drive belt cover and take the bracket off the rear cover bolt, the bracket will not be re-used.
7. Unfasten the brake rod from the rear brake arm by unscrewing the T30 Torx bolt. When arm is free lift it away from the exhaust cross-over/mounting bar.
8. Remove the three mount bolts and washers attaching the exhaust mounting bar and remove bar. (Save hardware for re-use)
9. Carefully remove exhaust port flanges and circlips from the stock exhaust system using snapping pliers. **NOTE:** Replace bent or damaged circlips. Remove existing exhaust port gaskets from both front and rear exhaust ports.

FIGURE 1

Install mount
Bracket 771-P

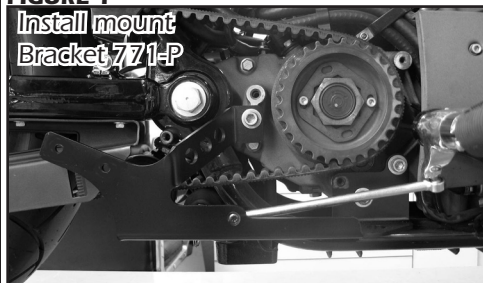
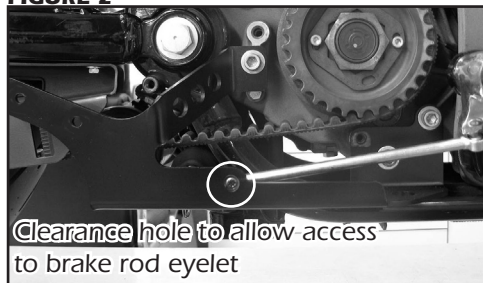


FIGURE 2

Clearance hole to allow access
to brake rod eyelet



1. Install and tighten supplied mounting bracket (stamped 771-P) using stock bolts and washers (Figure 1). Torque to 30-33 Ft/Lbs.
2. Re-install brake rod eyelet using blue thread locking compound (Loctite 243). There is a 1/2" clearance hole in the bracket to allow access for tightening brake rod eyelet. Torque to 120/180 In/Lbs. (Figure 2).
3. Re-install drive belt cover. Torque 1" x 3/8" bolt to 30-33 Ft/Lbs. and 2" x 1/4" bolts to 80-120 In/Lbs.
4. Carefully unpack both headers (R130FB, R133FB) and muffler body (R134RB) from their respective protective packaging and place them on a non-abrasive surface such as a blanket or carpet.
5. Install circlips and flanges from stock system onto both new head pipes.
6. Install the rear header heat shield (R130HB) by laying the rear pipe into the heat shield and loosely install the #20 hose clamps into the mounting clips. NOTE: Screw heads should point up for access when the system is installed. Do not yet tighten.
7. Carefully install new exhaust port gaskets (supplied) into both front and rear exhaust ports. Be sure to evenly insert each gasket into port opening.
8. Using stock flange nuts, carefully install head pipes into exhaust ports. NOTE: Do not tighten at this time.
9. Slip the muffler/collector assembly onto the head pipes, secure with the supplied springs using a spring puller tool.
10. Align the mounting bracket to the megaphone, slide the nut plate inside the bracket that is welded to the backside of the muffler body and attach the muffler body to the mounting bracket using two 5/16" x 5/8" flange head bolts (supplied). Leave them loose at this time.
11. Tighten cylinder port exhaust flange nuts on front and rear cylinders.
12. Check alignment of muffler body then tighten the 5/16" x 5/8" flange head bolts that attach the muffler body to the bracket.
13. Install the muffler body inlet heat shield (R131HB) with the screw heads pointing down and secure all heat shield clamps.
14. If running O2 sensors, install at this time. (O2 sensor extension may be needed depending on year, order part number below) If no O2 sensors are needed, securely install 18mm stainless steel plugs with copper washers (supplied) into both front and rear headers at the bung opening.
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.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

1. When installing a new set of stainless 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 (acetone, glass cleaner, alcohol, etc...) before starting the motorcycle.
2. It is considered normal for Stainless Steel exhaust systems to discolor due to heat.
3. High performance engine tuning utilizing a dyno will likely result in severe discoloration.
4. 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.
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

FUELPAK



FUEL MANAGEMENT:

Take the guess work out of fuel injection with Fuelpak Fuel Management. Contact your local dealer or call (562) 921-0071 to order. Visit fuelpakfi.com for more information. Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.

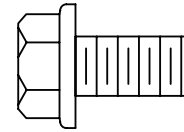
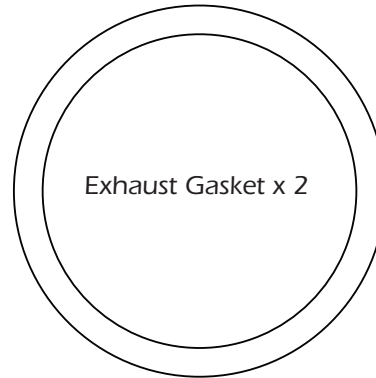
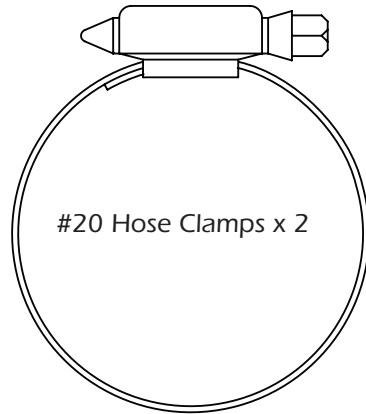
O2 Extension Lead
DB Reduction Insert

#71001
#26531

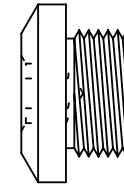
PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation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

PACKING LIST

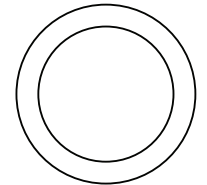
ALL PARTS SHOWN ARE ACTUAL SIZE



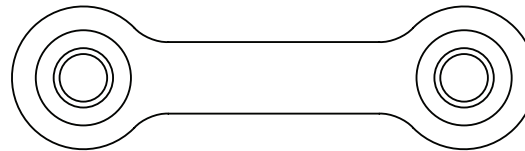
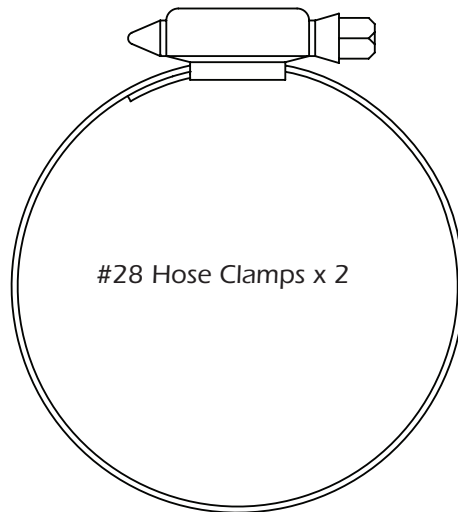
5/16" x 5/8" Flange Head Bolt x 2



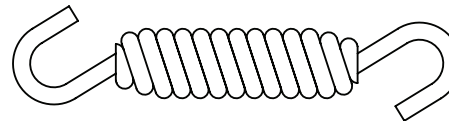
18mm S.S. Plug x 2



18mm Copper Gasket x 2



Nut Plate x 1



Header Springs x 2

PARTS NOT SHOWN:

771-P	Bracket	x1
R130FB	Front Header Assy	x1
R133FB	Rear Header Assy	x1
R130HB	Rear Heat Shield	x1
R131HB	MB Inlet Heat Shield	x1
R134RB	RSD Sporty Low MB/Collector	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 stainless 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. For more information visit the tuning center at fuelpakfi.com

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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