

CONGRATULATIONS! You have purchased the finest exhaust system available for your motorcycle. Your VANCE & HINES exhaust system is designed for today's rider, a rider who needs maximum performance, great styling and a perfect fitting system. VANCE & HINES spends months testing and designing to come up with the perfect combination of header tubing size and collector shape to give your bike the best possible performance. The VANCE & HINES system will give your bike more power on the low and mid-range, as well as the top end. There are many features that the VANCE & HINES system offers, here are just a few...

- SMOOTH FLOW LARGE DIAMETER TUBES
- TAPERED OPEN MEGAPHONE DESIGN
- RACING HERITAGE
- PERFECT FIT
- MAXIMUM PERFORMANCE
- VHR QUALITY & CRAFTSMANSHIP

REMOVING THE STOCK EXHAUST SYSTEM

- 1 Remove the four screws on each side of the lower fairing.
- 2 Carefully remove the lower fairing by dropping it straight down and out the left side of the bike.
- 3 Remove the five screws on each upper side fairing and carefully set aside the fairings.
- 4 Remove the two upper oil cooler bolts and gently lift the cooler up and forward off the lower rubber mounts. Move the top of the cooler forward to the front fender, the oil lines will hold up the cooler.
- 5 Remove the eight front header collar bolts.
- 6 Remove the two center exhaust support bolts which are under the swing arm pivot bolt.
- 7 Remove the muffler retaining bolts on each side of the bike and save for later installation.
- 8 Drop the muffler end of the exhaust system down first then gently work the entire system out from under the right hand side of the bike.
- 9 Remove the two bolts that retain the exhaust system center rubber mount (under the swing arm pivot bolt).
- 10 Remove fairing mounting bracket from right side frame at engine mount. Reinstall engine mount.

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

- 1 Check that the stock exhaust gaskets are in good shape. If you have any doubts as to their condition, replace them.
- 2 Bolt on the header section using the eight supplied exhaust collar bolts.
- 3 Re-install the oil cooler into the lower support brackets. Install the top cooler bolts and tighten.
- 4 Re-route the air box drain tube and carb overflow lines out of the way of the new tail section. Note: Route them between the rear shock and frame.
- 5 Add 1/8" more clearance between oil lines and header tube. Carefully bend the oil line tubing, using your hands, to avoid damaging or crimping the lines.
- 6 Remove two mounting bolts from rear brake lever mounting bracket casting. Observe how return spring fits also.
- 7 Insert two 3/8" washers (supplied) between frame and brake castings at top bolt.
- 8 Slip tail pipe with meg & bracket on header collector, careful to get meg bracket between frame and brake lever casting at lower bolt.
- 9 Carefully tighten all brake bolts according to manual. Install brake return spring.

- 10 Upper fairing section may be installed. Make sure fairing is secure.
- 11 Make sure all hardware is reinstalled and tightened.

RE-JETTING INSTRUCTIONS

WARNING: Not re-jetting the carbs, therefore producing lean spots in the carburetion fuel curve, will result in not realizing the full potential of this high performance exhaust system. Dyno Jet kits are highly recommended. For 1986-1988 use Vance & Hines part number 21084(stage 1) or 21132(stage 3). For 1989-1990 use part number 21746. For 1991-1992 use part number 22425.