

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...

- MAXIMUM PERFORMANCE
- PERFECT FIT
- RACING HERITAGE
- MAXIMUM CORNERING CLEARANCE
- QUITECH I BAFFLE
- VHR QUALITY & CRAFTSMANSHIP

REMOVING THE STOCK EXHAUST SYSTEM

- 1 Remove the four screws holding the windshield on.
- 2 Remove both side mirrors from bike (two bolts on each side).
- 3 Remove both retaining nuts for the side blinkers, located on the inside of the fairing under the headlight. Disconnect the wires and pull them out from the side fairings.
- 4 Remove the four screws on each side of the lower fairing.
- 5 Carefully remove the lower fairing by dropping it straight down and out the right side of the bike.
- 6 Remove the four screws on each upper side fairing and carefully set them aside.
- 7 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.
- 8 Remove the eight front header collar bolts.
- 9 Loosen the cross over tube clamp, which is under the swing arm pivot bolt.
- 10 Remove the muffler retaining bolts on each side of the bike and save for later installation.
- 11 Drop the muffler end of the exhaust system down first then gently work the entire system out from under the bike.

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. Install the new header section and tighten the eight header bolts (supplied).
3. Re-install the oil radiator into the lower support brackets. Install the top radiator bolts and tighten.
4. Re-route the air box drain tube and carb overflow lines out of the way of the header section.
5. Remove the center stand return spring from the right hand side. Pull the safety clip out of the left hand center stand pivot bolt. Remove the pivot bolt. Install the center stand stop bracket over the hole with the angle cut next to the bolt hole butted up against the frame gusset. Tighten the pivot bolt and install the safety clip.
6. Slide the two nut plates into the bracket that is welded on to the silencer can. Note: Be sure the nipple on the nut plate is facing towards the aluminum can

7. Position the squared off end of the silencer mounting bracket over the nut plates while making sure the bend in the bracket is facing towards the aluminum can.
8. Install the two 5/16 bolts into the nut plates finger tight.
9. Slide the rear section of the new exhaust system over the collector of the front section.
10. Position the rear section mounting bracket on the inside of the stock mounting bracket.
11. Make sure you have a stock muffler washer between the bracket and rubber mount also under the bolt head.
12. Tighten all exhaust system hardware.
13. Install the two springs over the tabs on the collector and tail section using the spring puller tool.
14. The lower fairing will have to be cut to clear the header tubes. Re-locate and drill a new hole one inch forward from the stock rear most mounting hole. Remove the steel stiffening bracket. Cut off one inch of the rear part of the bracket and save the nut. Re-install the stiffening bracket using the nut. Following the curve of the lower fairing cut out, remove one inch more material in the forward direction. See Fig. 1.
15. Trim the right hand side of the lower fairing as per Fig. 2 for collector clearance.
16. The stainless steel exhaust outlet tube may be redirected to suit personal preference or application. First remove the three button head screws on the rear aluminum canister. Slide the baffle assembly out about two inches. Loosen the three allen cap screws on the end cap. Rotate the outlet tube to suit and retighten the cap screws. Install the baffle assembly taking care to engage the baffle core over the end of tail pipe. Install the three button head screws and tighten.
17. Replace the fairings, mirrors, blinkers, and windshield in the reverse order from which they were removed.

RE-JETTING INSTRUCTIONS

Re-jetting the carburetors will result in realizing the "full" potential of this high performance exhaust system. Vance & Hines offers a Dyno Jet kit part number 21520 for stage 1. Base line jetting information is available through our tech-line (562-926-5291) for most models.

