



V-Rod Powershots Exhaust System Part #17913

Congratulations, you have purchased the finest exhaust system available for your motorcycle. 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, feel free to call our technical helpline (562) 926-5291.

Attention Installer (if other than owner): Please forward this instruction sheet to the purchaser of this product. These instructions contain valuable information necessary to the end user.



STOCK EXHAUST SYSTEM REMOVAL

1. Loosen nose slip clamp at front of muffler section using 12mm socket.
2. Remove pin located on mounting bracket from stock exhaust system using 13mm wrench and 4mm Allen wrench.
3. Remove two 6mm Allen bolts connecting lower muffler to mounting bracket.
4. Remove the entire muffler section from the headers as a single unit.

Note: Do not remove stock mount bracket, rubber mount rail or head pipes from motorcycle, since they will be re-used.

5. Loosen the exhaust port flange bolts at both cylinders without removing. This will aid in the assembly and alignment of the new system.

- Remove the OEM nose slip clamp from the front of the OEM muffler section. Save for re-use.

VANCE & HINES EXHAUST SYSTEM INSTALLATION

- Remove exhaust system and heat shields from protective packaging. Place exhaust on a non-abrasive surface such as a blanket or carpet. Using a non-permanent marker or tape, mark outside edge of each heat shield to show location of mounting clips that hose clamps will loop through.
- Install OEM nose slip clamp to front of Vance & Hines muffler section.
- Loosely install tailpipe heat shields (part # D285HC and D286HC) to headers using four #20 hose clamps and one #56 hose clamp. Note position and direction of clamp heads. (Figure 1)

Note: #56 hose clamp attaches both heat shields.

- Install bracket (340-P) to muffler section using two nut plates and four 5/16" x 5/8" flanged bolts(supplied). (Do not tighten at this time.) (Figure 2)
- Slide muffler section onto headers and attach bracket (340-P) to OEM bracket. **Note:** Be sure that the nose slips fully engage the OEM headers, some penetrating lubricant may be necessary.
- Attach new bracket to existing rail using two 5/16" x 7/8" flange bolts, lock nuts and washers. (supplied). If equipped, reinstall the stock "L" bracket under the rail on the front bolt.
- Install stock pin to bracket (340-P) so that it engages the rubber grommet and OEM bracket.
- Tighten OEM clamp and exhaust port flanges while checking that the nose slip area is not too close to the bottom frame tube. The gap should be 1/4" or more. (Figure 3)

- Tighten four 5/16" x 5/8" flange bolts securing bracket (340-P) to mufflers. Check alignment of exhaust tips to ensure slash cuts are aligned with each other. (Figure 4)

- Carefully position heat shields and tighten all five hose clamps starting at the rear and working towards the front of the system.
- Slide muffler heat shield (D287HC) on from the rear and loosely install four #36 hose clamps. Note position and direction of clamp heads. (Figure 1)
- Make sure the rear of the muffler extends 1/4" beyond the end of the heat shield. (Figure 4)

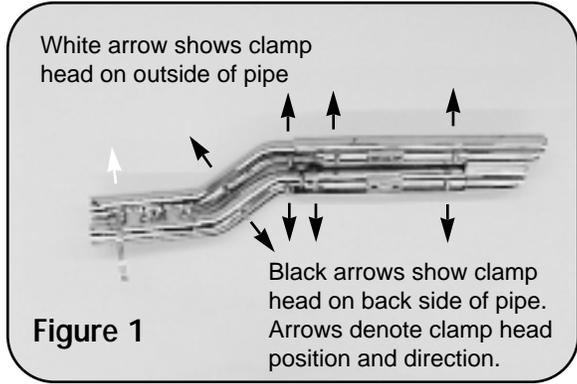


Figure 1

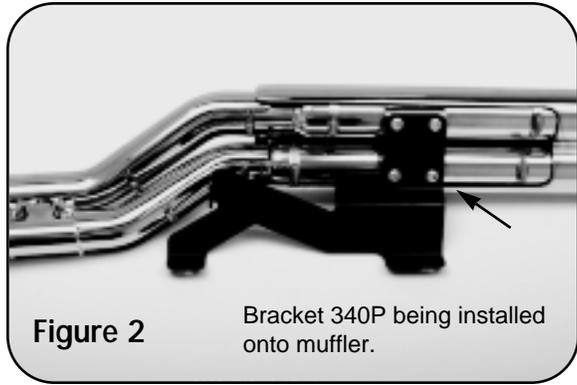


Figure 2

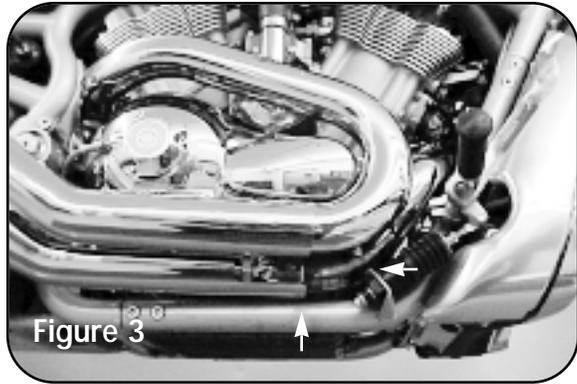


Figure 3

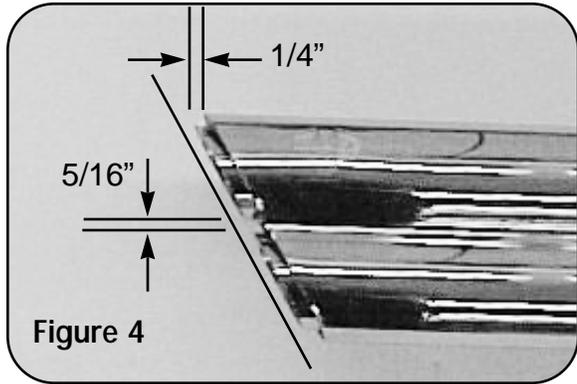
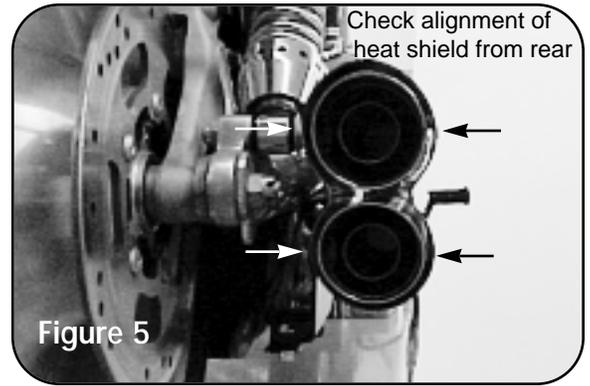


Figure 4

13. Tighten all four hose clamps on muffler heat shields.
Check that heat shield is centered on the muffler bodies when viewed from the rear. (Figure 5)
14. Check for adequate clearance between all exhaust system components and motorcycle accessories prone to heat damage.
15. After installation and before starting 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.
16. **All hardware must be properly tightened before starting motorcycle.**



RE-JETTING INSTRUCTIONS

Recalibrating the fuel injection will result in realizing the "full" potential of this performance exhaust system. We recommend the use of Vance & Hines Fuelpak part number 61005.

PLEASE NOTE:

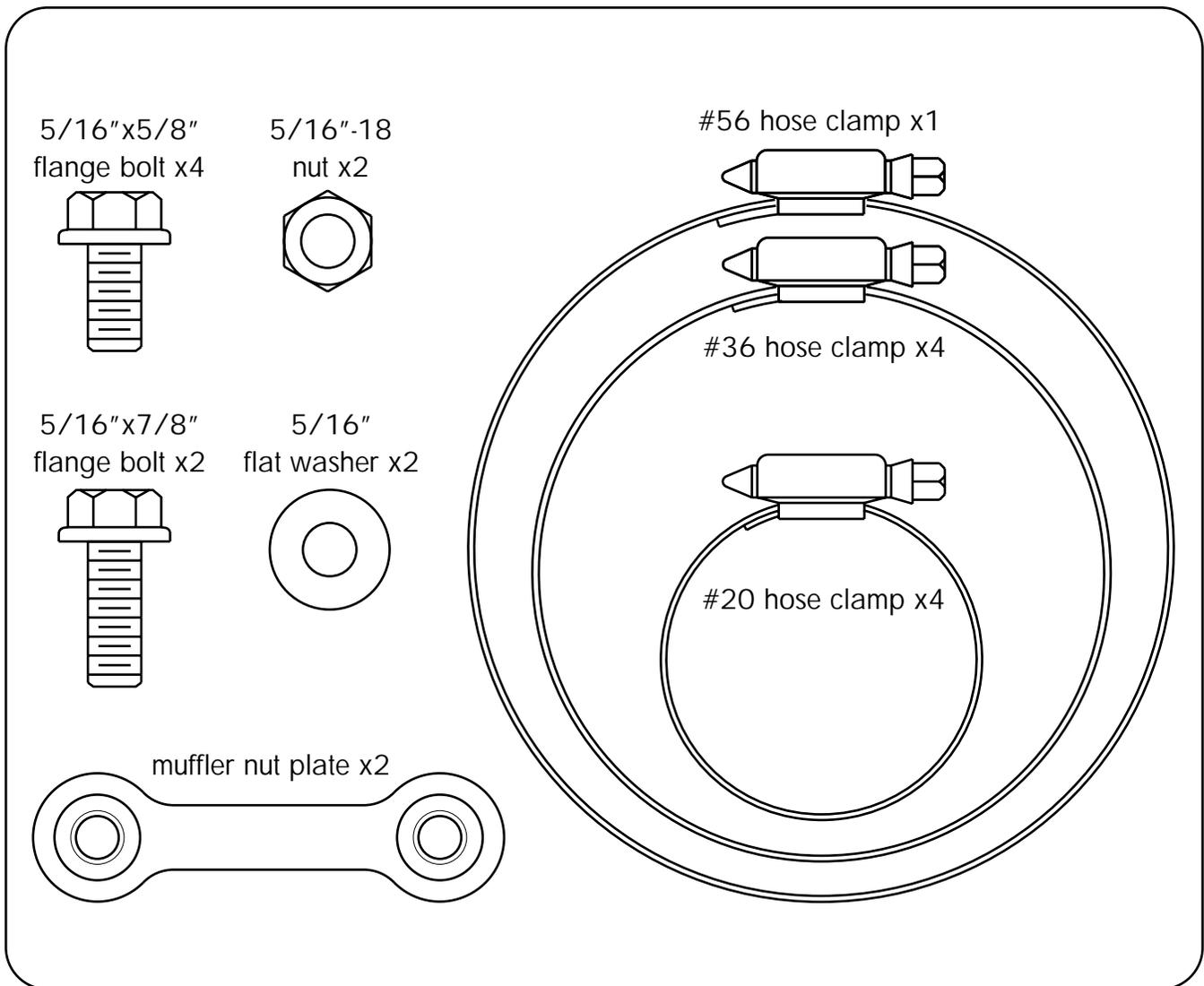
Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.

Option

On fuel injected models this system will work with Vance & Hines Fuelpak part number 61005. Order it today from your dealer or go to vanceandhines.com for more information.

Vance & Hines Fuelpak
FUEL MANAGEMENT SYSTEM

PACKING LIST (All parts actual size)



HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST PIPES

1. Follow owner's manual instructions regarding use of the choke (starter enricher). If left on longer than recommended, discoloration may be accelerated.
2. Avoid long periods of idling.
3. Intake leaks can cause engine to run lean and overheat, thus turning the pipes blue.
4. Make sure there are no exhaust leaks at the junction of the exhaust pipe and cylinder head.
5. 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 cleaning solvent that will leave no residue (glass cleaner, alcohol, ammonia, etc.) before starting the motorcycle.

WARNING!

VANCE & HINES DOES NOT WARRANTY ANY CHROME PRODUCTS AGAINST DISCOLORATION.

For information on other Vance and Hines products visit our web site at www.vanceandhines.com