

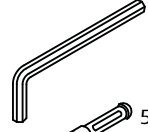

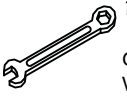
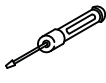

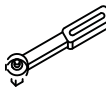
MORE POWER : LESS NOISE



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. 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**

-  3/16, 4mm
5mm Allen
Wrench
-  5/16 Nutdriver
-  10mm, 12m
& 1/2"
Combination
Wrenches
-  Flat Blade Screwdriver
-  3/8" Drive, 3/8" Extension,
1/2" & 10mm
12mm sockets
-  3/8" Drive ratchet

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

**STOCK EXHAUST
SYSTEM REMOVAL**

1. Remove both saddle bags.
2. Loosen the heat shield clamp that holds the right heat shield to the right muffler body.
3. Loosen both clamps that hold both right and left muffler bodies to the header.
4. Remove both muffler bodies by removing the 10mm hex head screws that hold the muffler bodies to the saddle bag frame and slip them out of the header. **NOTE:** Remove the stock bushings from the **LEFT** saddle bag frame and set them aside. Do not remove the stock bushings from the **RIGHT** saddle bag frame.
5. Loosen the two hex bolts from the right side driver floorboard assembly and the upper bolt on the engine guard (if equipped) to make space for exhaust system removal and installation. **NOTE:** On Vaquero models the right lower fairing must be removed. (Figure 3)
6. If your bike has passenger floorboards, remove retaining clip and pivot pin from right side passenger floorboard assembly, and remove floorboard from mounting bracket to ease exhaust system removal and installation. **Note:** When pin and floorboard are removed, a spring will become loose - use caution.
7. Loosen all heat shield hose clamps and slide heat shields up/forward to release them from the hose clamps.
8. Remove heat shields.
9. Remove the four dome flange nuts holding the exhaust headers to the cylinder head.
10. Carefully remove exhaust headers.
11. 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

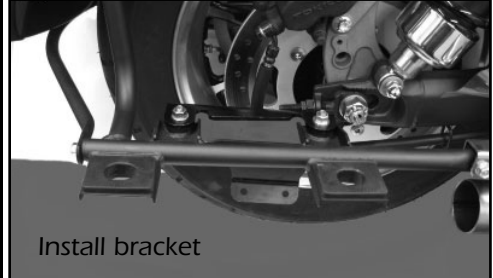


FIGURE 2

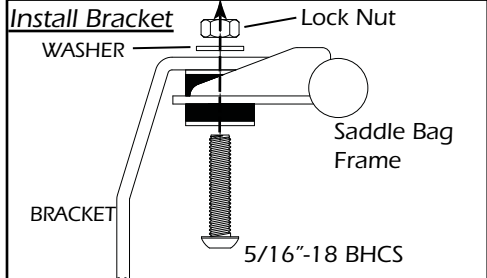


FIGURE 3

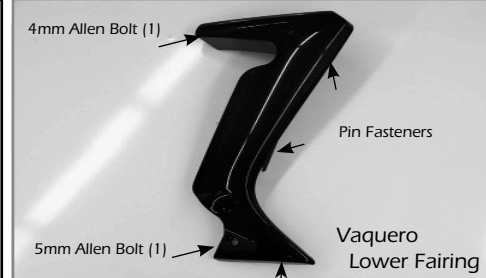


FIGURE 4

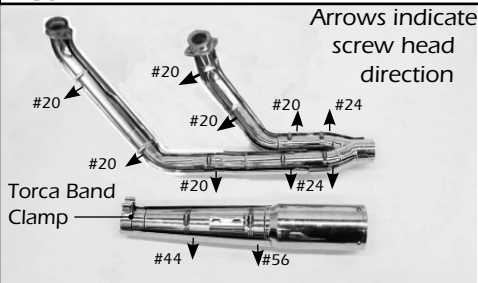


FIGURE 5

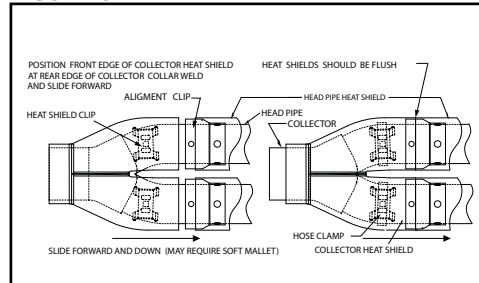


FIGURE 6

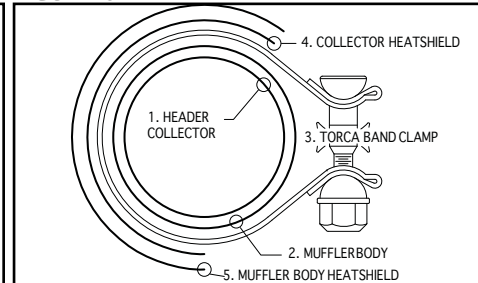


FIGURE 7



VANCE & HINES EXHAUST SYSTEM INSTALLATION

1. Install the bracket stamped 653-P, (supplied) onto the right side saddle bag frame, setting the bracket on top of OEM bushings. Insert the 5/16" x 1 1/2" Button Head Cap Screws up from the bottom and secure with 5/16" washers and lock nuts (supplied). (Figures 1 & 2)
2. Remove exhaust system and heat shields from protective packaging and place them 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 the hose clamps will loop through.
3. Carefully lay heat shields onto header assembly and loosely install the #20 and #24 hose clamps (supplied) on head pipe heat shields by feeding the tail end of the clamp into the heat shield clips. Take note of screw head direction (Figure 4), for adjustment purposes they must be accessible when system is installed. NOTE: Do not tighten the clamps at this time.
4. Using stock dome nuts, carefully install system into exhaust ports. NOTE: Do not tighten the exhaust nuts at this time.
5. Place Torca band clamp (supplied) with bolt facing down onto end of muffler body (Figures 4 & 6).
6. Install muffler assembly onto rear of header assembly (Figure 6). Slide the nut plate (supplied) into the bracket that is welded to the back side of the muffler. Loosely install two 5/16" x 5/8" flange head bolts (supplied) (Figure 7).
7. Install collector heat shield onto header by sliding it on from the rear (Figure 5). NOTE: Do not force collector heat shield directly onto header from the side. Damage to collector heat shield will result. Attach collector heat shield with two #24 hose clamps (supplied). NOTE: Do not tighten at this time.
8. Slip the muffler body heat shield (stamped D734HC) from front to back onto the muffler body (stamped S732RC) and secure with a #44 hose clamp in the front and a #56 hose clamp in the rear. (Figure 4) NOTE: Use a low tack tape (painters tape or equivalent) to protect the transition on the muffler body (S732RC) between tapered section and 4.5" round end section (Figure 7). Do not tighten at this time.
9. Tighten the exhaust port dome nuts first, then the 5/16" x 5/8" hex flange bolts on muffler bodies, finally the Torca band clamp.
10. Tighten hose clamps securing header heat shields and collector heat shield making sure that they are flush.
11. Tighten the two 14mm hex head bolts attaching driver floor board to frame.
12. Re-install passenger floorboard with clip/pin/spring and lower fairing (if they were removed earlier).
13. Check for adequate clearance between all exhaust system components and motorcycle accessories prone to heat damage.
14. Be sure to tighten all hardware before starting your motorcycle.
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.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. 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 soft cloth and cleaning solvent that will leave no residue (chrome wax / polish, glass cleaner, alcohol, ammonia, etc...) before starting the motorcycle. | <ol style="list-style-type: none"> 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:

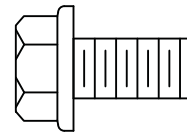
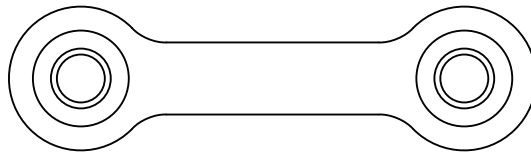
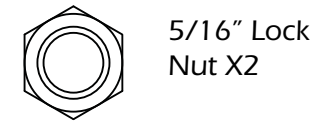
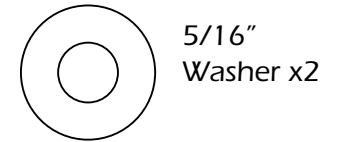
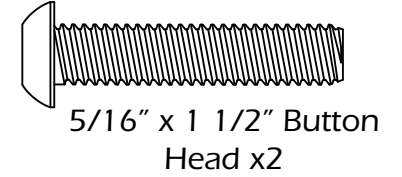
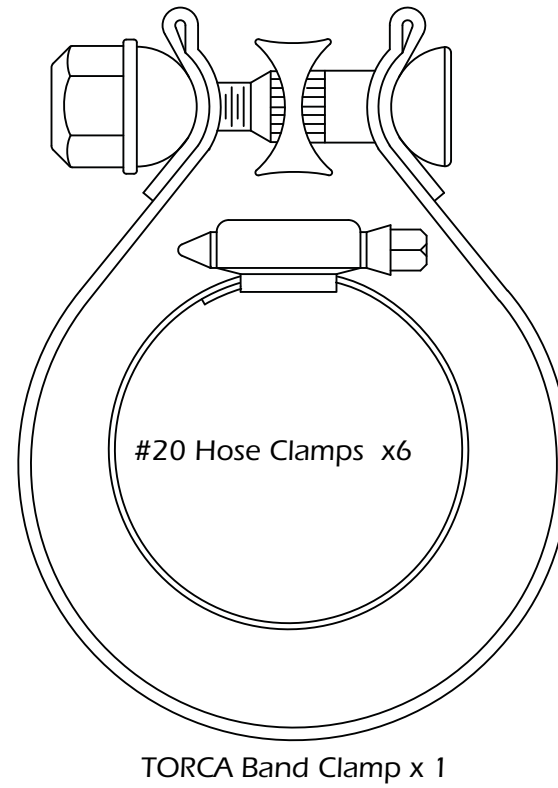
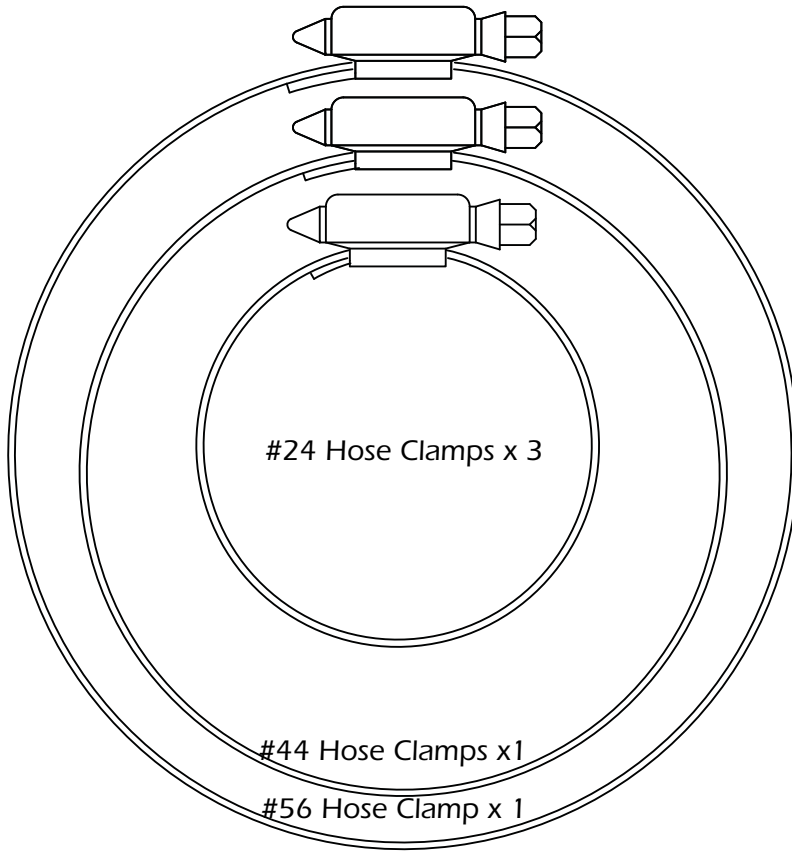
Take the guess work out of fuel injection with Fuelpak Fuel Management. Contact your local dealer or call (562) 921-0071 to order. Visit fuelpakfi.com for more information. Fuelpak is intended for racing or off-highway use only, and is not legal for sale or use in California on pollution-controlled vehicles.

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



PARTS NOT SHOWN:

653-P	Bracket	x1
K262FC	Header	x1
K262HC	Front Heat Shield	x1
K263HC	Rear Heat Shield	x1
D732RC	Muffler Body	x1
A200HC	Collector Heat Shield	x1
D734HC	Muffler Body Heat Shield	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 Kawasaki® 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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