



Instructions for Installing Full System

Thank you for choosing FMF as your performance aftermarket exhaust. We have spent countless hours of R&D and testing to ensure you receive the highest quality product on the market today.

All FMF products are developed using the most current technology available for design and manufacturing. Every exhaust is made 100% at the Flying Machine Factory in Southern California. We use only the highest quality American materials for function and durability.

Since 1973, FMF has been bringing you the very best in bolt on performance. Our products are specifically engineered to broaden your existing powerband and give you an all around power increase with substantial weight savings. Bolt on FMF and **FEEL THE POWER!**

Check out our website at www.fmfracing.com for more information.

Attention

This product is designed for closed course use only unless otherwise stated and not intended to meet emission regulations for use on public lands, roads or access routes – consult with local jurisdictions.

Please read all instructions thoroughly before installation. Failure to follow all installation instructions will void any warranty implied or otherwise. FMF Racing is not responsible for problems due to improper installation and/or improper use.

Before you begin installing this product, we recommend wearing safety glasses and mechanics gloves. You must know how to remove and replace your stock exhaust in order to install this FMF product otherwise have it installed by a professional mechanic. Keep all stock parts from your existing system as some components may be necessary to install your new FMF exhaust depending on the application.

Parts Supplied

(1) exhaust system	044332, 044343, 044344, 044354
(1) 8mm nut	920142
(1) washer	900386

Tools Required

8, 10mm wrenches
contact cleaner
high temp silicone
WD-40

Removal

1. Make sure engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove left and right side plastic panels to access the exhaust system.
3. Loosen the band clamp connecting the muffler to the midpipe.
4. Remove the front muffler mounting bolt; keep for later use.
5. While holding the muffler, loosen and remove the rear muffler mounting bolt.
6. Gently slide the muffler rearward to release it from the midpipe. Use WD-40 in the muffler/midpipe junction to help ease removal.
7. Loosen the band clamp connecting the midpipe to the header.
8. Remove the midpipe bolt; save for later use.
9. Remove the three (3) nuts securing the header to the exhaust port; save for later use.
10. Separate the midpipe and header by pulling up and back on the midpipe while pulling the header forward.
11. While holding the midpipe up, slide the header off the exhaust port studs and out the left side of the vehicle.
12. Gently pull back on the mud flap to slide the midpipe down and out the right side of the vehicle.

Pre - Installation

13. Inspect the header flange gasket to make sure it is in good condition. If it is torn, damaged or material is missing, it must be replaced. If the gasket is stuck to the header carefully remove it with a razor-blade. Reinstall the gasket onto the header studs.
14. Locate the inlet of the midpipe; it has a smaller diameter than the outlet end. Apply a light bead of high temp silicone to the inside of midpipe inlet.

Installation

15. Gently pull back on the mud flap to slide the midpipe up and in from the right side of the vehicle. The FMF midpipe is positioned similar to stock with the mount on the left side of the vehicle.
16. While holding the midpipe up, slide the header in through the left side of the vehicle and onto the header studs. Slide the midpipe onto the header.
17. Install the three (3) header nuts removed in step #9; leave loose at this time. Rotate the header so the indicator mark aligns with the machined flat spot on the header flange (Fig. 1).
18. Use the bolt removed in step #8 along with the supplied washer and nut to mount the midpipe. Install the washer under the nut. Do not fully tighten at this time. Wipe away any excess silicone.
19. Apply a small bead of high temp silicone to the midpipe where the muffler pipe connects.
20. Locate the end of the muffler pipe with the longer straight section to connect to the midpipe. Slide the muffler pipe onto the midpipe and wipe away any excess silicone.
21. Apply a light bead of high temp silicone to the muffler pipe where the muffler connects for an improved seal.
22. Slide the FMF muffler onto the muffler pipe. Wipe away any excess silicone.
23. Use the stock bolt removed in step #4 to attach the front muffler mount to the subframe. Do not fully tighten at this time.
24. Use the stock bolt removed in step #5 to attach the rear muffler mount to the subframe. Do not fully tighten at this time.
25. Make sure the midpipe and muffler are in a neutral position and not binding. Slowly tighten all fasteners to manufacturer's specifications starting at the header and finishing at the rearmost muffler mount.
26. Inspect the complete exhaust to make sure there is no contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust port and mounting points. Confirm all controls operate in accordance with manufacturer's specifications.
27. Reinstall all body parts and panels to manufacturer's specifications.

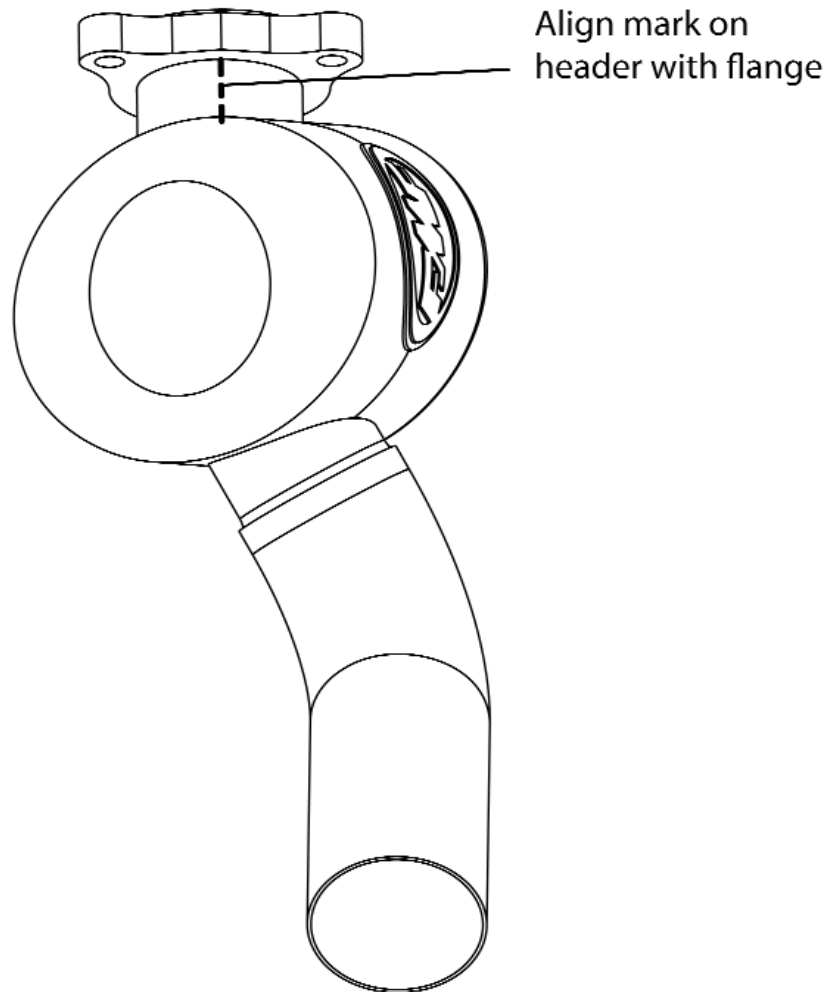


Fig. 1

Post - Installation

28. We recommend using high temp silicone for an improved seal. Please follow instructions for the silicone and allow sufficient time to cure before starting the engine.
29. All FMF exhaust products are designed to use stock fuel settings unless otherwise noted. However, for optimum performance, we offer our Power Up Jet Kit and Power Programmer for many applications. Our fuel setting recommendations are to be used as a guide only and were derived from operation at sea level at 70 degree ambient air temperature. There are too many variables to provide precise fuel setting specifications; mainly altitude and temperature. If you are not capable of adjusting the fuel settings yourself, please find a mechanic in your area. Refer to our website for additional fuel setting information.
30. Start the engine and bring to operating temperature. Check for exhaust leaks.
31. Allow the engine to cool completely and torque all mounting hardware to manufacturer's specifications.

Maintenance

To clean your FMF muffler, allow to cool and use mild soap and water. Do not spray water onto a hot exhaust. Mild soap and water is recommended on the muffler canister to reduce streaking and uneven discoloration. Dry completely with a soft cloth.

We recommend repacking your FMF muffler after every 20-30 hours of normal use with proper fuel settings (more frequently for less than optimal fuel settings). This will maintain peak performance and keep that race tone. Water will ruin packing. Cover the exhaust outlet when washing your vehicle. Repack your muffler if water enters the chamber and saturates the packing. We offer various repack kits to choose from. If the muffler has a spark arrestor screen, we recommend cleaning it gently with a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler. Do not remove the rear end cap. Grasping the midpipe, work the front end cap out of the canister. Use care not to damage or distort the shape of the canister or end cap. You may need a rubber or plastic mallet to lightly tap the front end cap out of the canister. Unwrap the packing from the core and discard. Clean the core with a wire brush then wrap with new packing and secure with a strip of 1/2" masking tape near each end of the core. Do not pack too tightly as this will hamper performance and increase sound level. Before reinstalling the inner core assembly, apply a thin bead of high temp silicone on the front endcap where it makes contact with the canister. Slide the inner core assembly into the canister making sure the perforated core is fully seated into the rear end cap. Wipe off any excess silicone. Reinstall the allen screws and tighten 1/4 turn after the screw contacts the canister. Allow sufficient time for the silicone to cure before starting the engine.

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