



## *Instructions for Installing FMF Silencer onto Stock Pipe*

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](http://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**

### **Tools Required**

(1) silencer	025025, 025027, 025028, 025048, 025077, 025082
(1) 6x35mm bolt	920655
(1) inside/rear bushing	920803

8mm wrench  
small flat-blade screwdriver  
WD-40

### **Removal**

1. Make sure engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove the front silencer mounting bolt; save for later use. Take care not to lose the small washer under the head of the bolt.
3. While holding the silencer, loosen and remove the rear silencer mounting bolt. Take care not to lose the small washer under the head of the bolt.
4. Gently slide the silencer rearward to release it from the stinger. Use WD-40 in the silencer/pipe junction to help ease removal. Take off the pipe/silencer coupler and save for later use.

### **Pre - Installation**

5. Remove the bushings and grommet from the front mount on the stock silencer and install onto your FMF silencer in the same orientation.
6. Remove the bushings and grommet from the rear mount on the stock silencer. Install the grommet and outer bushing, along with the supplied bushing on the inside of the rear mount – between the mount and subframe.
7. Slightly loosen the mounts securing the pipe to the frame. We recommend loosening the pipe when installing a new silencer to ensure proper fit and alignment.
8. Reinstall the pipe/silencer coupler removed in step#4.

### **Installation**

9. Slide the FMF silencer onto the pipe stinger.
10. Insert the supplied bolt along with washer removed in step #3 through the rear silencer mount and thread into the subframe. Do not fully tighten at this time.
11. Insert the stock bolt and washer removed in step #2 through the front silencer mount and thread into the subframe. Do not fully tighten at this time.
12. Make sure the pipe and silencer are in a neutral position and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications starting at the forward most pipe mount and work your way back to the rearmost silencer mount.
13. 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.

### **Post - Installation**

14. All FMF exhaust products are designed to use stock jetting unless otherwise noted. Our jetting 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 jetting specifications; mainly altitude and temperature. If you are not capable of tuning a carburetor yourself, please find a mechanic in your area. Refer to our website for additional jetting information.
15. Start the engine and bring to operating temperature. Check for exhaust leaks.
16. Allow the engine to cool completely and torque all mounting hardware to manufacturer's specifications.

### **Maintenance**

To clean your FMF silencer, allow to cool and use mild soap and water. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Mild soap and water are recommended on the canister to prevent streaking and uneven discoloration.

We recommend repacking your FMF silencer after every 10-12 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your silencer if water enters into the chamber. We have various packing materials to choose from.

To repack the silencer, remove the allen screws from the front of the silencer using an allen wrench. Do not remove the rear endcap. Gently slide out the front mid pipe from the silencer canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the silencer. Unwrap the packing from the core and discard. Wrap the core with new FMF 2-stroke packing and secure with a strip of 1/2" masking tape. Do not pack too tightly, as this will hamper performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of High Temp Silicone on the front endcap where the canister slips over. Slide inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Wipe off any excess silicone. Reinstall the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister.

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