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CRF50 / XR50

MUFFLER INSTRUCTIONS

Thank you for purchasing the FMF Powercore 4 Big Bore exhaust for your **CRF50/XR50**. We have spent countless hours of design work and testing to insure you receive the highest quality product on the market today.

Your Powercore 4 muffler has been developed using the latest design, testing and manufacturing technologies. It is manufactured from an extruded aluminum canister with a nickel plated mid pipe and header, hi-flo end cap and uses space age sound-absorbing packing material.

The Powercore 4 muffler is designed to broaden your existing powerband and give you an all around power increase.

Check out our website 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 completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage.

Before you begin installing this product, be sure you are wearing **eye protection** and gloves. You should have a complete understanding of how to remove and replace your stock exhaust. If you do not, you should have it installed by a professional mechanic. Keep all OEM parts when removing your stock exhaust, as some parts may be utilized with the FMF exhaust depending on your particular application.

PARTS SUPPLIED

- (1) 8mm x 45mm Rear Bracket Bolt
- (1) 19mm x 10mm Bracket Spacer
- (1) XR/CRF 50 Steel reducer

TOOLS REQUIRED

- 8mm Wrench
- 10mm Wrench
- Contact Cleaner
- WD-40®
- High Temp Silicone

REMOVAL

OEM = Original Equipment Manufacturer

- 1> Remove the seat and rear plastic side panels to gain access to the exhaust.
- 2> Slightly loosen and remove the nuts holding on the header flange at the front of the motor. Keep for later use.
- 3> While holding the muffler, loosen and remove the rear OEM muffler bolt.
- 4> Gently remove the exhaust. Make sure to keep and re-use the OEM exhaust port gasket. and replace as needed.

PRE-INSTALLATION

- 5> Clean the exhaust port where the header slips in with contact cleaner.
- 6> Lightly coat the header with hi-temp silicon to aid sealing.

INSTALLATION

- 7> Insert the OEM exhaust port gasket into the exhaust port. Using some hi-temp. silicon will help hold it into place
- 8> For a better low end response insert small end of reducer into header
- 9> Install the FMF header onto the exhaust port using the existing nuts and loosely tighten. If your exhaust was supplied with an extra sleeve, you will need to insert this into the exhaust port prior to inserting the FMF header flange.
- 10> Install the supplied 8mm bolt with the aluminum spacer between the subframe and the bracket. Do not fully tighten at this time.
- 11> Slowly tighten all mounting fasteners and clamps to OEM specified torque specs, starting from the header and working back.
- 12> Re-install the seat and plastic side panels in the reverse order.
- 13> Inspect the complete exhaust to make sure the exhaust system is not in 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 the manufacturer's specifications.
- 14> Your muffler may have a protective coating to protect its finish. You will need to clean this off prior to starting the engine with either Windex® or 409®.

POST-INSTALLATION

- 15> Before operating your 50cc, we recommend stock jetting. Our sea-level, 70 degree, jetting recommendations are to be used as a guide only. There are too many variables outside of FMF's control to give you an exact configuration. If you're not capable of tuning your bike/ATV yourself, please find a mechanic in your area who is capable to take on this role. Refer to our website for more jetting information.
- 16> Start the engine and bring it up to operating temperature. Check for exhaust leaks.
- 17> Let engine cool completely and re-torque all mounting hardware to the manufacturers specifications.

MAINTENANCE

To clean your FMF muffler, simply use soap and water when it becomes dirty. Windex® works great on the muffler canister to prevent streaking and uneven discoloration. Let the exhaust system cool before cleaning. Do not spray cold water onto a hot exhaust. Dry completely to prevent streaking.

We recommend repacking your Powercores 4 muffler after 20-30 hours of use when properly jetted. This will maintain peak performance and keep that race tone. We have various packing materials to choose from. We also recommend cleaning the spark arrestor screen (if equipped) every 30 hours of use using a wire brush gently.

To repack the muffler, remove the four (4) allen screws from the front of the muffler using a 4mm allen wrench. Do not remove the rear end-cap. Gently slide out the front mid pipe from the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. If your muffler uses a 2 stage packing, only remove the outer layer. Wrap the core with new packing and secure with a strip of 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 hi-temp silicon on the front endcap where the aluminum canister slips over. Slip inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Re-install the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister.

DISCLAIMER: All products manufactured and/or distributed by FMF Racing are a) intended for use on stock vehicles specific to the U.S. market; b) for closed course use only unless otherwise stated and c) not intended to meet emission regulations for use on public lands, roads or access routes – consult with local jurisdictions. FMF Racing makes no claims as to the products applicability, effectiveness or fitment on modified machines. FMF Racing is the sole determiner of abuse, misuse, installation errors and modifications. We assume no liability for any errors in listings, specifications, part numbers, prices or model applications. We reserve the right to change specifications, product descriptions, product quality, pricing and application at any time without notice and without further obligation. Buyer assumes all risk for any and all damage caused to themselves, a third party and/or property by virtue of failure of these products. By installing and/or using an FMF product, you hereby accept and understand these stated terms and conditions and have followed all instructional steps.