

CUSTOMER SERVICE

Call Dealership or Point of Purchase in which the exhaust was purchased for questions on returns, repairs, or fit and finish of SuperTrapp® products.

Call SuperTrapp® Customer Service for technical questions between 8am-5pm Eastern Time, (216) 265-8400, or by fax, (216) 265-0130.

Since 1975, SuperTrapp® has built a reputation on innovation and technical superiority. SuperTrapp® R&D is constantly designing, testing and improving; providing you with the latest in state-of-the-art performance engineering. The Kerker® 2:1 Exhaust System is the culmination of hundreds of hours of street, track and dyno-development. It will provide you with unmatched performance and lasting, trouble-free service.

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Kerker® 2:1 SuperMeg Exhaust System

128-71454 HARLEY-DAVIDSON FLST/FXST/FXD

STOCK SYSTEM REMOVAL

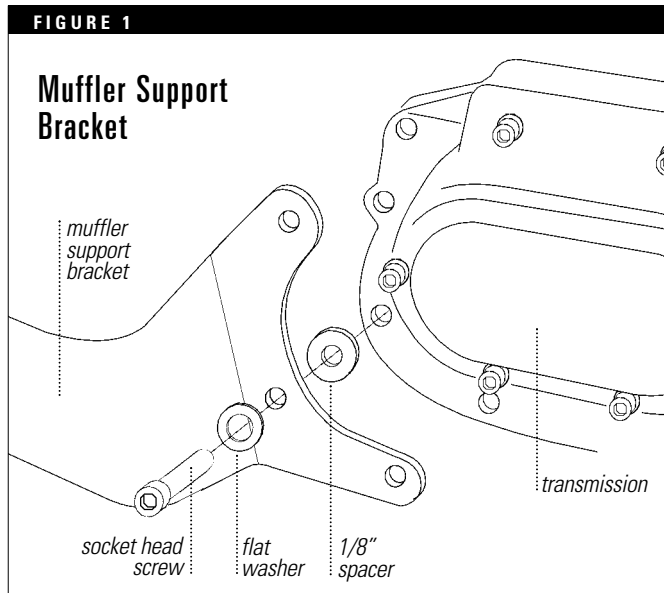
- 1 Remove the stock exhaust system as described in your owner's manual. Retain the flange nuts for the new system installation.
*DYNA MODELS, retain carriage bolt and lock nut from P-clamp on front pipe.
- 2 Remove the stock snap rings and flanges from the head pipes and retain for the new system installation.
- 3 *FLST MODELS ONLY, remove right side floorboard. The floorboard will be re-installed once the new system installation is complete.
- 4 Remove the stock, exhaust, mounting bracket.
- 5 The exhaust gaskets should be inspected and replaced to achieve a proper seal. Replacement gaskets are available from your Harley-Davidson dealer.

SYSTEM INSTALLATION

- 1 Remove the two bottom and one top rear transmission bearing housing fasteners. (See Figure #1)
- 2 Using new socket head screws (supplied), install the new muffler mount support bracket. You MUST use the supplied screws. Failure to do so will result in damage to the transmission. Torque the screws to Harley-Davidson specifications. (5/16" = 13-16 ft. lbs.) (1/4" = 7-9 ft. lbs.)

NOTE: On all models without the rear brake light switch mounted to the transmission you MUST use the 1/8" spacer supplied with the system. (See Figure #1) Failure to add the spacer will cause damage to the transmission and/or the muffler support bracket.

*SOFTAIL MODELS with the transmission mounted brake light switch DO NOT use the 1/8" spacer. The switch bracket will act as the spacer.



- 3 *DYNA MODELS ONLY. Slide the P-clamp (supplied) onto the front head pipe. The square hole should be facing up.
- 4 Install stock flanges on both head pipes.
- 5 Mount the head pipes using the stock nuts. DO NOT TIGHTEN.
- 6 *DYNA MODELS ONLY. Align the P-clamp with the stock support bracket mounted under the timing cover. Install the stock carriage bolt through the P-clamp and mounting bracket and install the stock nut. DO NOT TIGHTEN.
- 7 Slide two T-bolts (supplied) into the slotted bracket on the back of the muffler and install the T-bolt clamp (supplied) onto the inlet end of the muffler.
- 8 Slide the muffler onto the outlet end of the head pipe. Align the T-bolts with the holes in the mounting bracket, Softail models use the top holes and Dyna models use the bottom holes. Install the flat washers and locknuts onto the T-bolts. DO NOT TIGHTEN.
- 9 Align the system and tighten all fasteners and clamps starting at the muffler and working up to the flange nuts. On Dyna models tighten the P-clamp bolt last.

HEATSHIELD INSTALLATION

- 1 Slide the hose clamps into the slots on the back of each shield. Orient the clamps to gain the easiest access to tighten them while in position on the head pipe.
- 2 Install the heat shields on the head pipes and collector. The tabs on the front of the collector shield must fit into the clips on the end of the front and rear shields.
- 3 Tighten the shields starting with the rear shield, then the collector shield, and finally the front shield. Align the shields as you tighten to minimize the gap between the head pipe and collector shields.
- 4 *FLST SOFTAILS ONLY: Re-install the right side floorboard.

*IMPORTANT: CHECK AND RETIGHTEN ALL FASTENERS AFTER THE FIRST COUPLE OF RIDES, THEN AT EACH SCHEDULED MAINTENANCE.

TUNING TIPS

We suggest using a Screaming Eagle air box kit with a K&N filter, and a Dynojet Thunderslide jet kit.

The following are the settings at which we achieved the optimum power and torque on our 2000 TC88B @ 792ft. and 69.8 deg. You may need to fine tune the fuel screw, main jet, and slow jet to meet your local conditions.

We suggest:

Main Jet: 180-195

Needle clip position from top groove: Position 5

Fuel Screw: 2 turns out from bottomed

Slow Jet: 45 or 50 (See your dealership)

*We also had good results with the Screaming Eagle split electrode type spark plugs and wire kit.

We DO NOT suggest removing the muffler packing material to "get more noise". Removing the packing will result in a loss of power due to the sound waves not being absorbed into the material thus causing a restrictive wave in the core. It will also affect the jetting and in most cases cause a lean condition.