

There is a specific sequence for installing these and it generally takes two people, one of whom is there to help support the pipe, keep from getting it scratched, and put in the two rear bag mount exhaust support bolts at the appropriate time.

Tools: 1/2" wrench or socket. Rubber Mallet. 3/8" open end wrench. 1/4 drive ratchet, 1/4 extension and 1/4 drive 3/8" six point deep socket. 5/16" nut driver or socket (shield clamps). Extended 5/16" Allen socket for the floorboards, 1/4" Allen for three transmission bolts (3), 3/16" Allen for clutch actuator cover (pre 2023). Split ring expander to mount the flanges and clips to the LSR venturis (exhaust port). 14mm wrench (17mm 2023) O2 removal.

1. Plan on being careful with the exhaust so it does not get scratched up. Cloths placed appropriately on the bike and a drop cloth to lay the pipe down on the floor or motorcycle lift.

2. Remove the right floorboards two 5/16" Allens. You will not reuse the two Allen Bolts.

3. Remove the stock exhaust:

Place tape or rags around parts of bike that can be scratched during removal. Place cloth under bike so pipe will not be scratched when slid out.

Remove heat shields; Remove the O2 sensors 14mm (17mm 2023).

Four exhaust stud nuts, mid pipe mount, (1) under bike cross-over bolt and bracket, Four rear bag mount bolts. Slide pipe out under the bike. Pry the oem exhaust gaskets out of the front and rear exhaust ports (use pick). You do not reuse the four factory exhaust nuts, the mid pipe mount, or the bag mount (4 bolt) pipe support bolts.

4. Early M8 Dressers with chrome cover over clutch actuator: Remove with 3/16" Allen. 2023 models do not have a stamped cover, only a casting, so do not remove the 3/16" Allen Bolts. Pipe Bracket: Remove three lower transmission bolts 1/4" Allen.

Next: Install and fully tighten the transmission bracket, dowels and bolts. Use Blue Loctite on the three mounting bolts. Early models with chrome Cutch Cover: Note that the front two dowels have a machined step to clear the transmission cover rubber gasket. Split lock washers under head of bolts. Early models: Reinstall the clutch actuator cover 3/16" Allen.

5. Install the billet flanges and clips on the front and rear primary tubes. It's easier to slip the rear primary out of it's slip joint to do this. Place the billet gaskets in the front and rear exhaust tube venturis. Secure them by a dab of high temp Permatex Ultra Black around the step in the billet gaskets...Install gaskets. Wipe any excess and let sit. This will prevent you from cussing every time the gaskets fall out and roll off.

6. We provide eight aircraft nuts for the 5/16" x 24 exhaust port studs... Four and four extra.

7. The best method for wrestling the exhaust:

We put Teflon paste inside the two slip joints to ease insertion. Tubing is never round. The slip fit is anywhere from 0.010" to 0.015" +/- whatever.

Smear a bit of the Teflon onto the rear primary and lip the rear primary fully into the slip. Rotate it back and forth so it is fully seated. Do same with front primary before you attempt to install the exhaust.

8. Place cloth to the inside of where the front pipe will end up. Slip the front pipe into the exhaust port (remove OEM gasket!) being careful not to drop the billet gasket. Install one aircraft nut provided on the inside, leftmost, stud...about half-way, so the pipe can hang somewhat freely. Use with 3/8" open end wrench or a 1/2" drive with extension and swivel 3/8" hex socket.. Do not fully tighten this nut or install the other nut at this time.

9. The rear OEM exhaust gasket must be pried from the port! Have the second person support the rear of the exhaust. **Barely** slip the front primary tube into its slip joint and rotate the rear exhaust toward the rear exhaust port with the flange, clip and billet gasket in place. Work the rear pipe into the exhaust port...You will have to slowly seat the rear and front slips to do this. You can wiggle or gently tap with a rubber mallet the f/r pipes into their slip joints. We suggest you put a clean cloth over any rubber mallet face as they tend to get embedded with abrasive material.

10. Install, but not fully tighten, the two rear exhaust nuts on their studs.

11. With the pipe still somewhat loose lift it outward to slide the two 5/16" x 18 bolts (Aluminum spacer between pipe and trans bracket, if required) lock washers and nuts to the transmission bracket. Do not tighten.

12. Rear Bag Mount (Black Hole and Spyder Exhausts): Have the second person lightly affix the two 5/16" x 18 x 5/8" bolts (The OEM bolts are too short) and lock washers provided to the rear pipe support to hold the pipe up. Do not fully tighten these.

13. Now install the missing, rightmost, front exhaust stud nut...Gently tighten, but not fully tighten, all four exhaust stud nuts.

14. Do not forget to reinstall the O2 sensors.

15. You now have two rearmost, two transmission bracket bolts, and four exhaust nuts to tighten. As you do this you must have about 3/16" clearance between the exhaust and the transmission mounting bolts and the rear brake. If you wrench down fully on one spot then go to the next etc. you can put things in tension. Sneak up on things before you fully tighten the eight points.

16. The three loose heat shields are up to you to figure out. Be careful not to scratch things installing the hose clamps.

17. Reinstall the right floorboard with the two 1" spacers and new bolts provided 5/16" extended Allen using Blue Loctite.

