








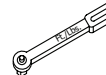
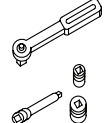
MORE POWER : LESS NOISE



Congratulations, you have purchased the finest exhaust system for your motorcycle on the market. Your Vance & Hines exhaust system is designed and crafted for maximum performance, a perfect fit, a great sound and unbeatable style. Please follow the installation instructions below and if you have any questions, please call our technical support line at (562) 926-5291.

Attention installer (if other than owner), please forward this instruction sheet to the owner of this product. These instructions contain valuable information to the end user.

TOOLS REQUIRED

-  Flat blade screwdriver
-  5/16" Nutdriver
-  Wrenches 9/16", 1/2" 3/4", 14mm
-  3/16" & 5/16" Allen wrench
-  Snapping pliers
-  Torque wrenches
-  Ratchet 3/8" drive 9" Extension sockets 9/16" & 1/2" & 3/16", 5/16" Allen

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

STOCK EXHAUST SYSTEM REMOVAL

NOTE: These instructions are written for late model motorcycles equipped with O2 sensors. If you are installing these pipes on a bike which is not equipped with O2 sensors, ignore all instructions which reference them. Additionally you will need to purchase an O2 sensor block off kit P/N 16925.

1. Find and unplug the O2 sensor wires from the wiring harness and remove nylon cable tie holding front wire to frame. Feed the end of the wires through the frame so they are free from the motorcycle. NOTE: Pay attention to wire routing for re-installation.
2. Loosen the heat shield clamps on both the front and rear exhaust pipes. This allows easier access to the head pipe mounting nuts.
3. Remove the two head pipe exhaust mounting nuts from each flange, located at the cylinder head.
4. Remove the clamp bolt which mounts the rear head pipe to the belt drive cover bracket.

5. Remove the two bolts from each muffler body where they attach to the mounting bar. Carefully remove exhaust pipes from the motorcycle and set aside.
6. Using a 14mm wrench, carefully remove the O2 sensors from the stock head pipes and save for re-use with the new system.
7. Remove the brake rod at the rear junction by removing e-clip and pin.
8. Remove the drive belt cover and take the bracket off the rear cover bolt, the bracket will not be re-used.
9. Remove the exhaust mounting bracket by removing the three mount bolts and washers attaching the exhaust bracket (save hardware for re-use) to the motor.
10. Carefully remove exhaust port flanges and circlips from the stock exhaust system using snapping pliers. NOTE: Replace bent or damaged circlips. Check exhaust port gasket condition and replace if necessary.

FIGURE 1

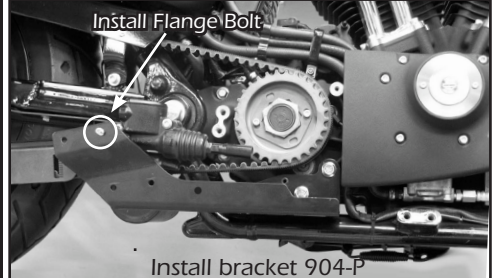


FIGURE 2

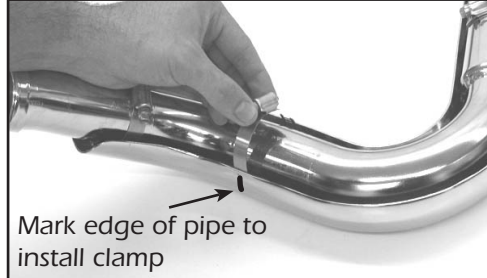


FIGURE 3

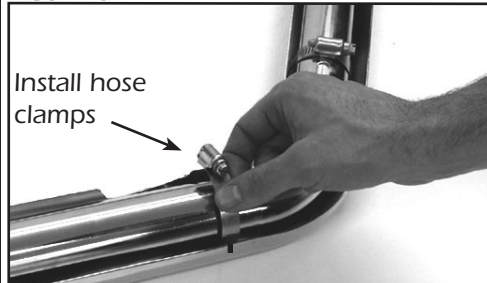


FIGURE 4

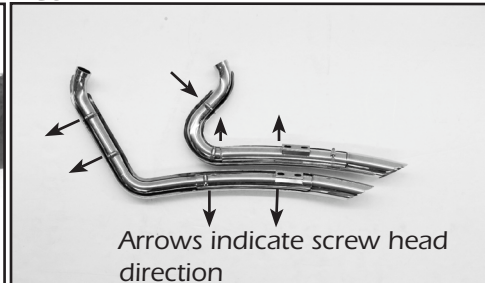
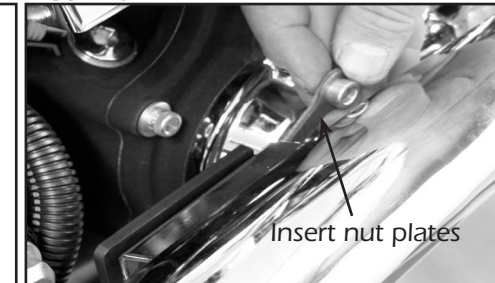


FIGURE 5



FIGURE 6



1. Install exhaust port flanges and circlips on new headers (figure 5).
2. Install and tighten supplied mounting bracket (stamped 904-P) (Figure 1) using stock washers and bolts. Torque to 30-33 Ft/Lbs. NOTE: To ease exhaust installation insert one of the 5/8" flange head bolts into the upper right hole of the bracket before installation.
3. Re-install drive belt cover. Torque the 3/8" bolt to 30-33 Ft/Lbs. and the two 1/4" bolts to 80-120 In/Lbs.
4. Re-install brake rod into rear junction, replacing pin and e-clip.
5. Remove header pipes and heat shields from protective packaging. Place each heat shield on a non-abrasive surface such as a blanket or carpet. Carefully mark outside edge of each heat shield to show location of mounting clips where hose clamps will loop through (Figure 2). Use a marker for Chrome systems and a pencil for Black systems.
6. Lay head pipes into heat shields and loosely install hose clamps by feeding tail end of clamp into heat shield clips (Figure 3). Take note of screw head direction (Figure 4). Screw heads should be accessible when system is installed on motorcycle for adjustment purposes. Use #20 hose clamps on head pipes and #28 hose clamps on muffler bodies (supplied).
7. Apply a small amount of anti-seize compound to the threads of the O2 sensors and install them into the new head pipes. Models using 12mm oxygen sensors install 18mm to 12mm oxygen sensor adapter (supplied). Models not using oxygen sensors install 18mm plug. NOTE: Be careful not to get anti-seize on sensor tip, it may affect sensor function.
8. Using stock flange nuts, carefully install head pipes into exhaust ports (Assistance may be required). NOTE: Do not tighten at this time.
9. Slide nut plates inside brackets welded to backside of muffler bodies (Figure 6). While holding nut plates in place, attach muffler bodies to mounting bracket 904-P using four 5/16" x 5/8" flange head bolts (supplied). Leave them loose at this time.
10. Tighten cylinder port exhaust flange nuts on front and rear cylinders while making sure pipes are parallel.
11. Tighten the bracket flange head bolts on both mufflers.
12. Tighten all heat shield clamps.
13. Plug O2 sensors back into wiring harness and route wires away from hot areas of motorcycle.
14. Install a new nylon cable tie (supplied) to hold the front wire onto the frame in the original location.
15. Check for adequate clearance of all exhaust system components and motorcycle accessories prone to heat damage.
16. After installation and before starting your motorcycle, completely clean pipes and heat shields with warm soapy water and a clean soft cloth. Dry with a clean towel. NOTE: any residue, oil, or fingerprints will stain the finish. Do NOT use anything abrasive to clean the pipes as it may remove the finish.
17. Be sure to tighten all hardware before starting motorcycle.

EXHAUST CARE - HELPFUL HINTS TO AVOID DISCOLORATION OF EXHAUST SYSTEM

1. When installing a new set of exhaust pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with a soft cloth and soapy water that will leave no residue before starting the motorcycle. Dry with a soft towel. Any residue will stain the finish when it heats up. Do not use solvents or abrasive cleaners which can damage the finish.
2. Avoid long periods of idling as this can cause discoloration.
3. Intake leaks can cause the engine to run lean and overheat, this could lead to discoloration.
4. Make sure there are no exhaust leaks at the junction of the exhaust pipes and cylinder head. We recommend replacing gaskets if they are worn.

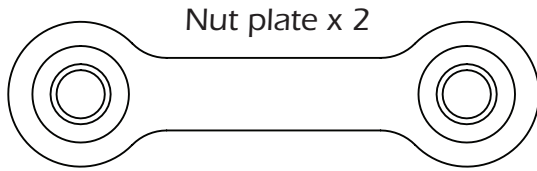
PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.



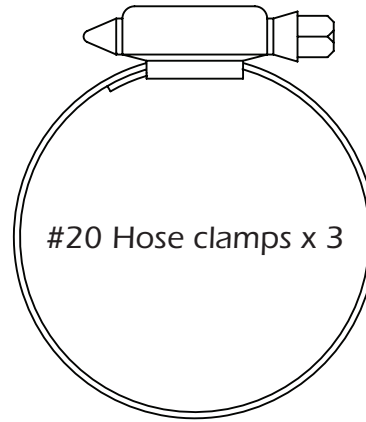
PACKING LIST

MORE POWER : LESS NOISE

ALL PARTS SHOWN ARE ACTUAL SIZE

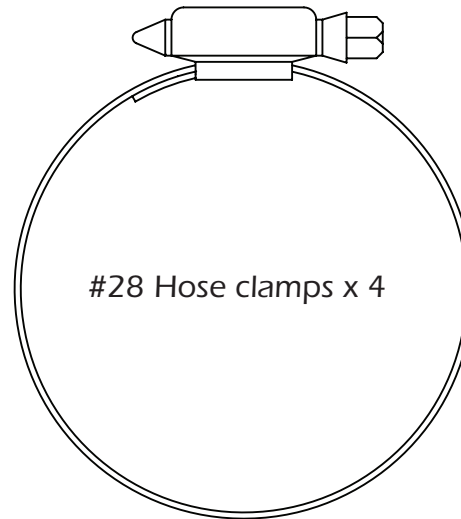
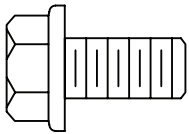


Nut plate x 2



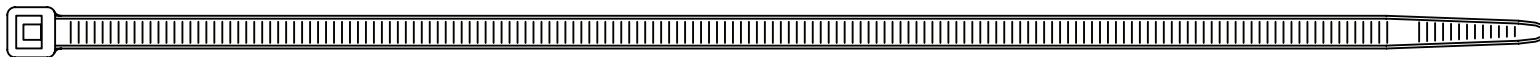
#20 Hose clamps x 3

5/16" x 5/8" Flange head Bolt x 4



#28 Hose clamps x 4

Nylon cable tie x 1



PARTS NOT SHOWN:

- 904-P Bracket x 1
- D362FC Front head pipe x 1
- D363FC Rear head pipe x 1
- D362HC/D342HP Front heat shield x 1
- D363HC/D343HP Rear heat shield x 1

WARRANTY

Vance & Hines exhaust systems are warranted against defects in material and workmanship for a period of 90 days from the date of purchase from an authorized dealer. This warranty does not cover discoloration of chrome finishes. This warranty is limited to the repair or replacement of a product proven to be defective from normal use. Vance & Hines exhaust systems are designed to fit and operate on OEM motor and chassis. This warranty does not cover any product subject to abuse, misuse, improper installation or modification.

FUEL MANAGEMENT

GET THE MOST OUT OF YOUR RIDING EXPERIENCE...

AN AFTERMARKET EXHAUST SYSTEM IS ONLY YOUR FIRST STEP, NOW YOU NEED FUEL MANAGEMENT.

THE NEXT GENERATION OF FUEL MANAGEMENT IS HERE

The Fuelpak FP3 will revolutionize fuel management for all new Harley-Davidson models now using the HDLAN (CAN Bus) system. Connecting wirelessly by Bluetooth to iPhone or Android Smartphones, Fuelpak FP3 uses Flash technology to recalibrate engine parameters and mapping for Vance & Hines exhaust systems downloaded from the expansive library of calibrations developed by Vance & Hines.

- Smartphone App User Interface (iOS and Android)
- Recalibrates ECM by Flash Tuning
- Autotune Feature for Added Tuning Precision
- Displays Live Sensor Data
- App Links Direct to Customer Service Site

FITMENT NOTES:

- FUELPAK FP3 IS COMPATIBLE WITH CAN BUS MODELS ONLY (TOURING, SOFTAIL, DYNA & SPORTSTER)
- FUELPAK FP3 IS NOT COMPATIBLE WITH V-ROD MODELS.
- MAPS ARE CURRENTLY AVAILABLE FOR: SPORTSTER, DYNA, SOFTAIL, TOURING AND TRIKE MODELS.
- MAPS FOR 110CI CVO MODELS COMING SOON.

EMISSIONS NOTICE:

FUELPAK IS INTENDED FOR RACING USE ONLY, AND IS NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON POLLUTION-CONTROLLED VEHICLES.



MORE POWER : LESS NOISE

13861 ROSECRANS AVENUE / SANTA FE SPRINGS, CA 90670
SALES: (562) 921-7461 / TECHNICAL: (562) 926-5291 / FAX: (562) 802-0110
VANCEANDHINES.COM