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Yamaha Banshee

Silencer Installation

Thank you for purchasing the FMF silencers for your **Yamaha Banshee**. We have spent countless hours of R & D and testing to insure you receive the highest quality product on the market today.

All FMF's products are developed using the most current design and manufacturing technologies available. We use only the highest quality materials for function and durability. FMF silencers are manufactured from an extruded aluminum canister with stainless steel mandrel bent mid-pipes. The hi-flo modular endcaps and front stingers are fitted for unbeatable durability and we utilize advanced 3-stage sound absorption packing material.

FMF silencers are specifically engineered to broaden your existing powerband and give you an all-around power increase with substantial weight savings. Bolt on FMF performance and FEEL THE POWER!

Check out our website at 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. Otherwise, you should have it installed by a professional mechanic. Keep all OEM parts when removing your stock exhaust, as some parts may be necessary to install the FMF exhaust depending on your particular application.

PARTS SUPPLIED

- (2) FMF Silencer
- (2) 5/16 x 1 1/4 Washer
- (2) Aluminum Spacer
- (2) 8mm x 45mm Bolt
- (2) Rubber Grommit - Male
- (2) Rubber Grommit - Female

TOOLS REQUIRED

- 8mm Wrench
- 10mm Wrench
- 12mm Wrench
- Vise Grip Pliers
- Contact Cleaner
- High Temp Silicone
- WD-40®
- Spring Puller Tool

REMOVAL

OEM = Original Equipment Manufacturer

1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. While holding the right side silencer, loosen and remove the OEM silencer mounting bolts.
3. Gently slide the silencer rearward to release it from the stinger. Spray WD-40 into the stinger/silencer junction if it is difficult to remove.

PRE-INSTALLATION

4. Using contact cleaner, clean the stinger where the silencer attaches.
5. Place one (1) supplied rubber male/female bushing on each side of the silencer mounting bracket. Insert the spacer so the barrel is through the bushings and rests on the inside towards the frame.

INSTALLATION

6. Lightly coat the stinger where the silencer slips over with a bead of High Temp Silicone for an improved seal.
7. Install the OEM coupler at the stinger/silencer junction.
8. With clean hands, gently slide the FMF silencer onto the stinger. Positioned correctly, the FMF logos should be at the 3 & 9 o'clock position when looking from the rear. Wipe away any excess silicone.
9. Install the supplied 8mm x 45mm silencer mounting bolt and washer with the aluminum spacer between the subframe and the mounting bracket. Do not fully tighten at this time.
10. Repeat steps 2-9 for left side silencer.
11. Make sure the exhaust pipes and silencers are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to OEM specified torque specs, starting from the front and working your way back.
12. 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 the manufacturer's specifications.

POST-INSTALLATION

13. We recommend using High Temp Silicone for an improved seal. Please follow instructions for the Silicone and allow sufficient time to dry before starting the engine.
14. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up jetting kit for optimum performance. Our jetting recommendations are to be used as a guide only and were developed based on operation at sea-level at 70 degree ambient air temperature. There are too many variables outside of FMF's control to give you an exact specification. If you're not capable of tuning the carburetor yourself, please find a mechanic in your area who is capable to take on this role. Refer to our website for more jetting information.
15. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
16. Let engine cool completely and re-torque all mounting hardware to the manufacturers 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. 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.