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Honda CRF150R

Factory 4.1 Installation

Thank you for purchasing the FMF Factory 4.1 muffler as your aftermarket performance exhaust. We have spent countless hours of R & D and testing to ensure you receive the highest quality product on the market today.

All FMF products are developed using the most current technology available for design and manufacturing. We use only the highest quality materials for function and durability. The Factory 4.1 muffler is constructed from military grade titanium for the canister with either a titanium or stainless steel mandrel bent midpipe depending on the model you purchased. Titanium Hi-Flo endcaps are fitted to both ends and we utilize advanced multi stage packing material.

The Factory 4.1 muffler is the lightest titanium slip-on muffler available and 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 have your new FMF muffler installed by a professional mechanic. Keep all stock hardware when removing your exhaust, as some components may be necessary to install the FMF exhaust depending on your application.

PARTS SUPPLIED

(1) Factory4.1 Muffler	041288-93
(1) Reducer Sleeve	940618

TOOLS REQUIRED

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

REMOVAL

1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove the right plastic side panel to gain access to the muffler.
3. Loosen the band clamp connecting the muffler to the header.
4. Remove the bolt that attaches the midpipe to the subframe. Keep for later use.
5. While holding the muffler, loosen and remove the muffler mounting bolt. Keep for later use.
6. Gently slide the muffler rearward to release it from the header. Use WD-40 in the midpipe/header junction to help ease removal.

PRE-INSTALLATION

- 7a. If installing the FMF muffler onto a stock header, insert the aluminum reducer sleeve into the midpipe inlet until it is fully seated. Use High Temp Silicone for an improved seal.
- 7b. If installing the FMF muffler onto an FMF header, the aluminum reducer sleeve is not used.
8. Using contact cleaner, clean the section of the header where the midpipe connects. Allow to dry then lightly coat with a bead of high temp silicone for an improved seal.

INSTALLATION

9. Slip the FMF midpipe over the header until it is fully seated. Wipe off any excess silicone.
10. Using stock bolt, fasten midpipe to the subframe. Do not fully tighten at this time.
11. Lightly coat the slip fit section of the midpipe where the muffler connects with a bead of high temp silicone.
12. Slide the FMF muffler onto the midpipe. Wipe away any excess silicone.
13. Using the stock bolt, fasten the muffler to the subframe. Do not fully tighten at this time.
14. Make sure the header and muffler are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications, starting at the midpipe and working your way to the back.
15. 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

16. 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.
17. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up Jet 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 our control to give you exact specifications. If you're not capable of tuning a carburetor yourself, please find a mechanic in your area. Refer to our website for additional jetting information.
18. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
19. Let engine cool completely and re-torque all mounting hardware to the manufacturer's specifications.

MAINTENANCE

To clean your FMF muffler, allow to cool. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Mild soap and water are recommended on the muffler canister to reduce streaking and uneven discoloration.

We recommend repacking your FMF muffler after every 20-30 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 muffler if water gets inside and saturates the packing material. FMF offers a variety of packing materials to choose from. If your FMF muffler has a spark arrestor screen, we recommend cleaning it gently using a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler. There is no need to remove the rear endcap. Gently slide the midpipe and core out the front of 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. Wrap the core with new packing and secure with two strips of 1/2" masking tape around the packing 2" from each end. Do not pack too tightly as this will hinder 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 it makes contact with the canister. 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. Allow silicone to dry before starting engine.

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.