



Slip-On Muffler Installation Instructions

Thank you for choosing FMF as your performance aftermarket 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. Every exhaust is made 100% at the Flying Machine Factory in Southern California. We use only the highest quality American materials for function and durability.

Since 1973, FMF has been bringing you the very best in bolt on performance. Our products are specifically engineered to broaden your existing powerband and give you an all around power increase with substantial weight savings. Bolt on FMF and **FEEL THE POWER!**

Check out our website at www.fmfracing.com for more information.

Please read all instructions thoroughly before installation. Failure to follow all installation instructions will void any warranty implied or otherwise. FMF Racing is not responsible for problems due to improper installation and/or improper use.

Before you begin installing this product, we recommend wearing safety glasses and mechanics gloves. You must know how to remove and replace your stock exhaust in order to install this FMF product otherwise have it installed by a professional mechanic. Keep all stock parts from your existing system as some components may be necessary to install your new FMF exhaust depending on the application.

Parts Supplied		Tools Required
(1) muffler	043212-15	10, 12mm wrenches 6mm allen wrench spring puller contact cleaner high temp silicone WD-40
(1) 8x60mm bolt	920153	
(1) 8x45mm bolt	920200	
(1) short spacer	920097	
(1) long spacer	920101	
(1) barrel clamp	940085	
(2) springs	980025	
(1) sleeve (preinstalled)	942056	

- Removal**
1. Make sure engine is completely cool prior to installation and the vehicle is in a stable position.
 2. Loosen the band clamp connecting the muffler midpipe to the header.
 3. Remove the bolt attaching the lower muffler mount to the frame.
 4. While holding the muffler, loosen and remove the upper muffler mounting bolt.
 5. 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**
6. Note the preinstalled adapter sleeve mounted inside the midpipe of your new FMF muffler. If installing your new muffler onto a stock header, the adapter sleeve will be used. If installing onto an FMF header, remove the adapter sleeve – it is not needed.
 7. Locate the bolts that mount the right side of the “grab” bar. Remove the rearmost bolt - this will be the rear mounting point for your new muffler.
 8. Using contact cleaner, clean the section of the header where the midpipe connects and allow to dry. Apply a light bead of high temp silicone for an improved seal. If using the adapter sleeve, remove and apply a light bead of high temp silicone to the outer edge and insert back into the midpipe.
 9. Slide the supplied band clamp onto the front of the midpipe. Do not tighten at this time.

Installation

10. Slide the FMF midpipe onto the header. Wipe away any excess silicone.
11. Lightly coat the slip fit section of the midpipe where the muffler connects with a bead of high temp silicone for an improved seal.
12. Slide the FMF muffler onto the midpipe. Wipe away any excess silicone.
13. Insert the supplied 8x45mm bolt through the front muffler mount and thread into the frame using the supplied short spacer between the muffler mount and subframe. Do not fully tighten at this time.
14. Insert the supplied 8x60mm bolt through the rear muffler mount and thread into the frame as indicated in step #7 using the supplied long spacer between the muffler mount and subframe. Do not fully tighten at this time.
15. Using a spring puller, install the two (2) supplied springs connecting the midpipe to the muffler.
16. Make sure the header and muffler are in a neutral position and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer's specifications starting at the midpipe clamp and finishing at the rearmost muffler mount.
17. 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 manufacturer's specifications.

Post - Installation

18. We recommend using high temp silicone for an improved seal. Please follow instructions for the silicone and allow sufficient time to cure before starting the engine.
19. All FMF exhaust products are designed to use stock fuel settings unless otherwise noted. There are too many variables to provide precise specifications; mainly altitude and temperature. If you are not capable of tuning the fuel settings yourself, please find a mechanic in your area.
20. Start the engine and bring to operating temperature. Check for exhaust leaks.
21. Allow the engine to cool completely and torque all mounting hardware to manufacturer's specifications.

Maintenance

To clean your FMF muffler, allow to cool and use mild soap and water. Do not spray water onto a hot exhaust. Mild soap and water is recommended on the muffler canister to reduce streaking and uneven discoloration. Dry completely with a soft cloth.

We recommend repacking your FMF muffler after every 20-30 hours of normal use when used with proper fuel settings (more frequently for less than optimal fuel settings). This will maintain peak performance and keep that race tone. Water will ruin packing. Cover the exhaust outlet when washing your vehicle. Repack your muffler if water enters the chamber and saturates the packing. We offer various repack kits to choose from. If the muffler has a spark arrestor screen, we recommend cleaning it gently with a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler. Do not remove the rear end cap. Grasping the midpipe, work the front end cap out of the canister. Use care not to damage or distort the shape of the canister or end cap. You may need a rubber or plastic mallet to lightly tap the front end cap out of the canister. Unwrap the packing from the core and discard. Clean the core with a wire brush then wrap with new packing and secure with a strip of 1/2" masking tape near each end of the core. Do not pack too tightly as this will hamper performance and increase sound level. Before reinstalling the inner core assembly, apply a thin bead of high temp silicone on the front endcap where it makes contact with the canister. Slide the inner core assembly into the canister making sure the perforated core is fully seated into the rear end cap. Wipe off any excess silicone. Reinstall the allen screws and tighten 1/4 turn after the screw contacts the canister. Allow sufficient time for the silicone to cure before starting the engine.

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