



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.

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 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

(1) slip-on muffler	041610-041611
(1) spacer	920107

Tools Required

8, 10, 12mm wrenches
contact cleaner
high temp silicone
WD-40

Removal

1. Make sure engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove right side plastic panel to access the muffler.
3. Loosen the clamp connecting the muffler midpipe to the header.
4. Remove the bolt attaching 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. If the clamp and gasket were not removed along with the muffler, remove them at this time from the header.

Pre - Installation

7. Loosen the header flange hardware at the exhaust port to allow the header to rotate if necessary when mounting 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.

Installation

9. Slide the FMF muffler onto the header. Wipe away any excess silicone.
NOTE: The spring tab on the midpipe is only used with an FMF header, not the stock header.
10. Use the stock bolt removed in step #4 to attach the midpipe to the subframe. Do not fully tighten at this time.
11. Use the stock bolt removed in step #5 along with the supplied spacer in the muffler mount, placing the spacer between the subframe and the muffler mount. Do not fully tighten at this time.
12. 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 header flange and finishing at the rearmost muffler mount.
13. 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.
14. Reinstall all body parts and panels to manufacturer's specifications.

Post - Installation

15. 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.
16. Start the engine and bring to operating temperature. Check for exhaust leaks.
17. 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 properly jetted (more frequently for less than optimal jetting). 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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