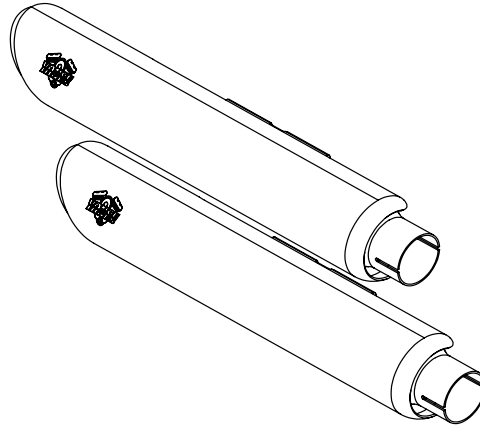


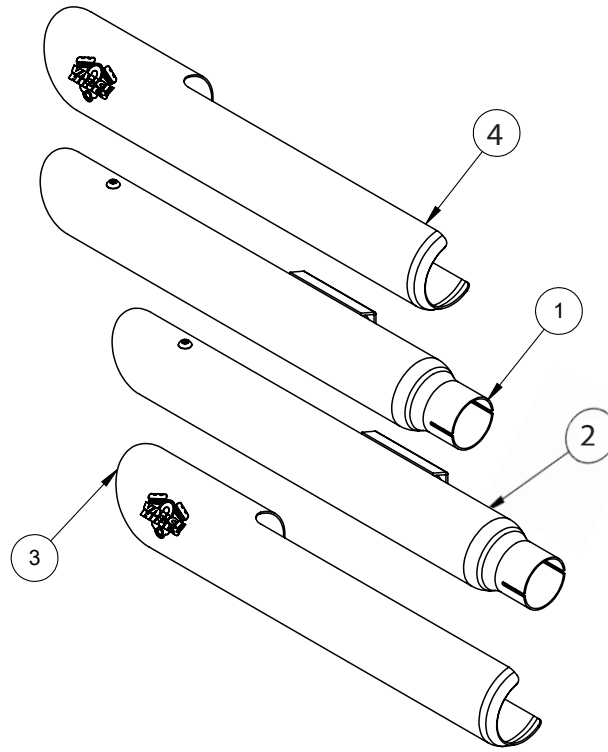
Congratulations, you have purchased the finest exhaust system available for your motorcycle. Your Vance & Hines exhaust is designed and crafted for performance, quality, and style. Please follow the instructions below, check exhaust system for missing or damaged parts and if you need any assistance please contact our technical support line (562) 921-7461.



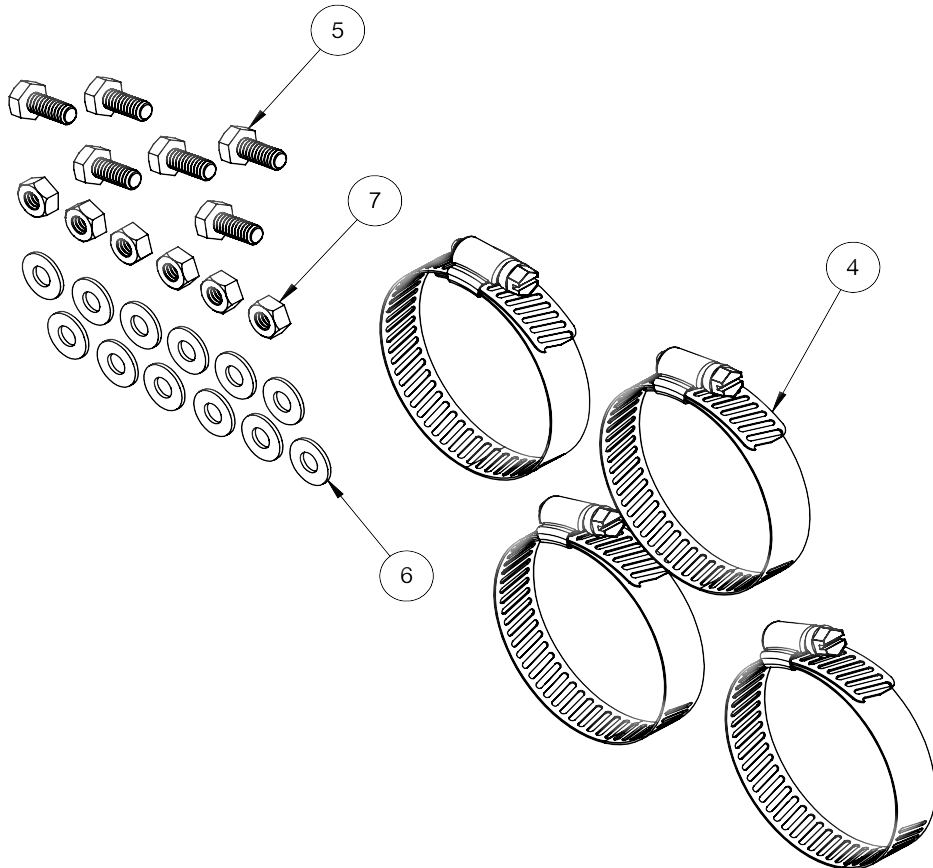
## PARTS LIST

Part No.	CHR/BLK	Description	Qty.
1	D741RC	Muffler Casing Type 2	1
2	D742RC	Muffler Casing Type 3	1
2	D740HC/D746HP	Heat Shield 1	1
3	D741HC/D756HP-S	Heat Shield 2	1
4	A276HW	1.81" - 2.75" SS Hose Clamp	4
5	A134HW	1/4"-20 X 3/8 BHCS TORX	6
8	A112HW	1/4" Flat Washer	12
9	A133HW	1/4"-20 Lock Nut	6

## MUFFLER COMPONENTS



## HARDWARE



## TOOLS REQUIRED



Flat Blade  
Screwdriver



5/16" Nutdriver



7/16", 1/2"  
Combination  
Wrench



3/8" drive  
ratchet



9" Extension



3/8", 7/16",  
1/2" & 9/16"  
Sockets

## STOCK EXHAUST SYSTEM REMOVAL

1. Loosen heat shield clamps on both the front and rear exhaust pipes to allow for easier access to the exhaust flange nuts.
2. Loosen the clamps holding the mufflers onto the head pipes, and the 1/4"-20 stock bolts holding them to the crossover bar.
3. Loosen, but do not remove, the exhaust flange nuts (2 for each cylinder) from each flange located at the cylinder head.
4. Remove the Hex head flange bolts holding the muffler to the muffler support bracket.
5. Carefully lift and remove mufflers by sliding them off each head pipe. NOTE: Assistance may be required.
6. The stock muffler clamps may be re-used. However Vance&Hines recommends replacing them with new clamps(V&H Part No. A335HW-R). If using the stock clamps, be sure the T-Bolt does not twist out of the groove during tightening. This could allow the clamp to loosen with use.

## VANCE & HINES EXHAUST INSTALLATION

1. Remove the muffler assemblies and heat shields from their protective packaging. Place each heat shield on a non-abrasive surface such as a towel, blanket, or carpet.
2. Carefully lay the muffler assembly into the heat shield and loosely install the hose clamps (supplied) by feeding the tail end of the clamp into the heat shield clips. Note the direction of the clamp screw heads, they must be accessible for adjustment when system is installed (Figure 1).
3. Adjust the heat shield so that the muffler body protrudes beyond the heat shield by .25 inches, and the muffler body and heat shield edges are parallel (Figure 2). Tighten band clamps.
4. Slide stock exhaust clamps onto the nose of each muffler body. Note: Orient the clamp in a way that you can get to the nut after installation.
5. Slide mufflers onto the head pipes.

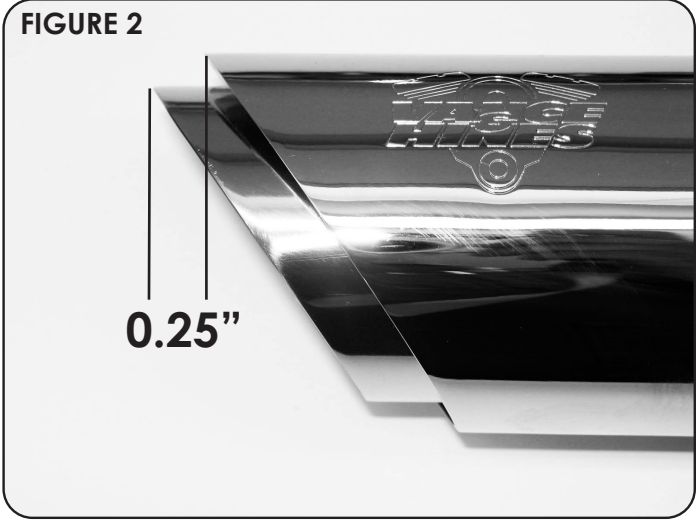
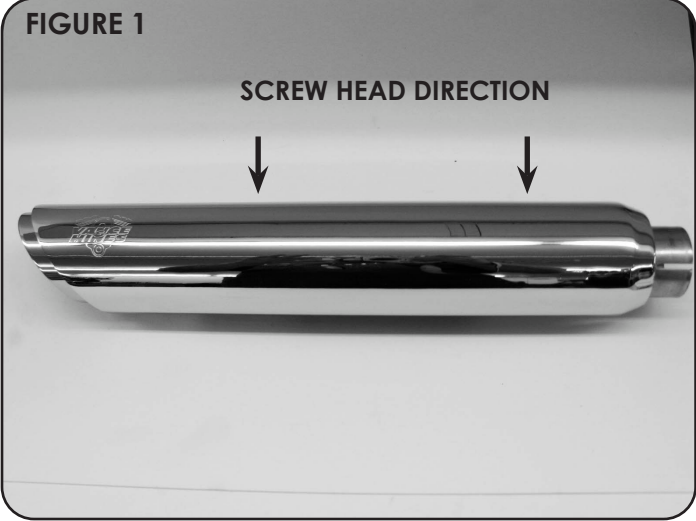
6. Using 1/4" x 5/8" hex head bolts, washers and nuts (supplied), attach the muffler brackets to the stock mounting pad. NOTE: Leave them loose at this time.
7. Align the mufflers so they sit level. Tighten the muffler mounting bolts.
8. Tighten exhaust flange nuts on both the front and rear cylinders.
9. Tighten the clamp holding the muffler onto the head pipe. Check orientation with stock head pipe heat shield to insure that you do not have interference between the clamp and stock heatshield.
10. Align head pipe heat shields and tighten the hose clamps.
11. Check for clearance between all exhaust system components and accessories prone to heat damage.
12. Be sure to verify that all hardware has been tightened before starting your motorcycle.

### **EXHAUST CARE (CHROME)**

1. When installing a new set of chrome pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with a soft cloth and cleaning solvent that will leave no residue (glass cleaner, alcohol, acetone, etc...) before starting the motorcycle.
2. It is considered normal for stainless steel exhaust systems to discolor due to heat.
3. High performance engine tuning utilizing a dyno will likely result in severe discoloration.
4. Avoid long periods of idling as this can cause discoloration. Intake leaks can cause the engine to run lean and overheat and this could lead to discoloration.
5. 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.

### **EXHAUST CARE (BLACK)**

1. When installing a new set of black pipes, make sure your hands are clean and free of oil. After installation, thoroughly clean pipes with warm soapy water and a soft cloth. Dry with a clean towel to remove any residue before starting the motorcycle. Do NOT use anything abrasive to clean pipes.
2. Avoid long periods of idling 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.



Emissions Notice:

In California, in order to meet Air Resources Board emissions requirements, certain aftermarket part applications have been identified as replacements, and others have received ARB Executive Orders. All other emissions related aftermarket parts are for competition use only. A list of replacement parts and EO parts, and corresponding fitment is provided at [vanceandhines.com/california](http://vanceandhines.com/california).

Warranty:

All Vance & Hines products are warranted against defects in material and workmanship for a period of 90 days. This warranty does not cover discoloration or rust. This warranty shall be limited to the repair or replacement of the product, which may be proven defective under normal use. Vance & Hines will not warranty any system that has been abused, misused, improperly installed or modified.

Dealers or distributors are not authorized to make dispositions binding upon Vance & Hines. Vance & Hines will not be responsible for any labor charges incurred in removing or replacing any system under warranty. A return authorization number and a copy of the original purchase invoice must accompany all returns. Parts returned without a return authorization may be refused.



Connect. Tune. Ride.

From the team that brought you The Fuelpak FP3, the best-selling ECU tuner in the world for Harley-Davidson motorcycles, the Vance & Hines FP4 is the most intuitive tuning tool on the market, giving you the power to control your motorcycle's tune and offers the best-in-industry support from our FP4 technicians, all from your smartphone.

- Download and Flash Maps
- Live Data Viewing
- Autotune Feature for Map Customization

Visit [vanceandhines.com](http://vanceandhines.com) to learn more about FP4.

**Qualified Manufacturer Declared 49-state Federal Emissions Compliant Part.**



13861 ROSECRANS AVENUE / SANTA FE SPRINGS, CA 90670  
SALES: (562) 921-5388  
TECHNICAL: (562) 926-5291  
FAX: (562) 802-0110

