



## Exhaust Installation Instruction Sheet

### Removal of Stock Exhaust

1. Remove the two springs from the head pipe to the muffler and then remove the muffler.
2. Unbolt the head pipe and remove it from the vehicle. Save the nuts for installation.

### Installation of Big Gun Exhaust

1. On the back of the vehicle, you will see two frame supports hanging down with three holes in each support. The mounting bar mounts in the middle hole and the outer bracket on the driver's side. The outer bracket bolt hole needs to mount in the top frame support hole.
2. Using the supplied bolt, nut and large washer, bolt the bracket through the top hole of the frame support.
3. Install both left and right head pipes using the stock flange nuts and supplied springs (two long and two short).
4. Slide both mid pipes into the corresponding head pipes.
5. Slide the top muffler onto the mid pipe and mount it to the mounting bar using the supplied bolts, nuts and washers (do not tighten).
6. Slide the bottom muffler onto the lower mid pipe and bolt it to the upper muffler using the supplied bolts, nuts and washers (do not tighten).
7. Make sure all pipes are seated and spring the head pipes and mid pipes, then spring the mid pipes to the mufflers.
8. Tighten all muffler bolts, making sure the mufflers are aligned and straight.

(Head Pipe mounting position shown)



## Installation Tips

### ► USE LOCTITE

Always use LOCTITE (red recommended) when installing screws on your exhaust tip and base plate. Whenever you install a Spark Arrestor, Vortex Insert, new packing, etc., apply Loctite to all screws that were removed.

### ► TWIST

When installing your exhaust, keep in mind that the mid pipe coming out of the muffler is **NOT welded in place and is able to be twisted and taken completely out**. This allows for easier adjustment. If needed, remove the spring(s) to adjust the mid pipe, which generally makes it easier to adjust on your vehicle.

### ► CHECK GASKET

Many slip on models require the use of a stock (OEM) gasket where the mid pipe and head pipe meets. Often times this gasket comes off and is **stuck inside the stock pipe that is removed**. If your exhaust system requires the use of the stock gasket, **GENTLY** try to remove this gasket to re-use. If it is not salvageable, then you should purchase a new OEM gasket to make a proper seal.

### ► LOOSEN

It is generally recommended that you **loosen all bolts, head pipe included**, when installing a new exhaust system (slip on or full system) and tighten only when everything is lined up correctly.

### ► TUNE

Since you now have a performance exhaust, the tuning of your fuel system is required. If you have a carbureted model, proper jetting is required. If you have a fuel injected system, the use of a fuel controller or programmer is required.

### ► WARRANTY

Refer to the Big Gun Exhaust Warranty Policy for proper maintenance information and guidelines on how to stay in accordance with the warranty. The complete Warranty Policy can be found on our website at [www.biggunexhaust.com](http://www.biggunexhaust.com).

**Limited Warranty:** Your Big Gun Exhaust system is warranted against manufacturing defects for material and workmanship for one (1) year from date of purchase from Big Gun Exhaust or from any authorized Big Gun Exhaust dealer, distributor, or exporter. During the warranty period [one (1) year], the warranty is limited to the repair or replacement of defective products. The warranty shall be void if the exhaust has been mounted on a vehicle and run, or it is determined that any alleged defect is the result of misuse, neglect, abuse, or modification of the product. There is no warranty for normal wear and tear of products, or for any damage that may have come about from a crash, or from improper maintenance of the muffler and/or packing. There is no warranty on exhaust with regard to any form of discoloration or bluing which are caused by tuning characteristics (i.e. cam timing, carburetor jetting, over heating due to lack of packing and incorrect fuel/air mixture) and is not caused by a defect in manufacturing.

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