

## Items Supplied >

- 1 - FRONT HEADPIPE W/ HEATSHIELD
- 1 - REAR HEADPIPE/MUFFLER ASSEMBLY W/ HEATSHIELD
- 2 - BILLET MUFFLER TIPS
- 2 - BOLT, 1/4" X 3/8" BUTTON HEAD
- 1 - BRACKET, EXHAUST MOUNT
- 2 - BOLT, 5/16" X 5/8" FLANGE W/ LOCK PATCH
- 2 - BOLT, 3/8" X 3/4" FLANGE W/ LOCK PATCH
- 4 - CLAMP, HS-24
- 2 - CLAMP, HS-28
- 1 - CLAMP, 27-61MSC
- 2 - 3/8" ID X 1/8" THICK FLAT WASHERS (FOR FXDR 114 ONLY)

## Application(s) >

### HARLEY SOFTAIL:

FLFB/FLFBS FAT BOY	18-20
FXBR/FXBRS BREAKOUT	18-20
FXDR 114	19-20

**NOTE: DOES NOT FIT FXBB STREETBOB, FXLR LOWRIDER, FLSL SLIM, FXFB/FXFBS FAT BOB, FLDE DELUXE, FLSE SPORTGLIDE, OR FLHC/FLHCS HERITAGE CLASSIC.**

## Instruction Manual >

6795B

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**PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE GASKETS ARE IN GOOD CONDITION. IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.**

**Read all instructions carefully and completely before installing your new exhaust system!**

1. Apply masking tape to any surrounding parts on the motorcycle to protect them from getting scratched.
2. Remove the right side battery cover to gain access to the rear O<sub>2</sub> sensor plug. Unplug O<sub>2</sub> sensors on front and rear headpipes from motorcycle wire harnesses.
3. If the motorcycle has forward floorboards/controls then the right side floor board/foot peg will need to be removed to gain clearance for removing and installing the exhaust system. Remove the two lower mounting bolts connecting it to the frame and set it aside. It is not necessary to remove the brake lever. See **FIGURE 1**.

### FORWARD FLOORBOARDS



REMOVE THESE  
LOWER BOLTS

**FIGURE 1**

4. Remove the stock exhaust system being careful not to damage the headpipe gaskets. If the headpipe gaskets are in good condition they do not need to be removed from the cylinders. Also be careful not to damage the oil cooler near the front cylinder. Remove and save the flanges, nuts, retaining rings, and O<sub>2</sub> sensors from the stock exhaust as they will be reused.

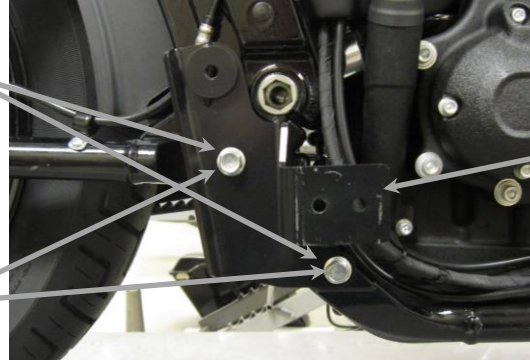
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6. Remove the right side passenger foot peg from the stock exhaust mount bracket and set it aside to be installed at the end of the installation. Then remove the stock exhaust mount bracket from the frame.
7. Install the new exhaust mount bracket using the supplied 3/8" x 3/4" hex flange bolts. Tighten the bolts to factory specifications. See **FIGURE 2**. **NOTE: For FXDR 114 motorcycles, the exhaust mount needs to be spaced outward 1/8" so that the bracket clears the swing arm. Insert the supplied 3/8" x 3/4" hex flange bolts through the bracket, through the supplied 3/8" X 1/8" thick washers, and then into the frame so that the spacer is between the frame and the exhaust mount. Tighten the bolts to factory specifications.**

For FXDR 114 motorcycles, place the supplied 3/8" X 1/8" thick washers between the frame and the exhaust mount to space the bracket 1/8" outward.

SUPPLIED  
3/8" X 3/4" HEX  
FLANGE BOLTS



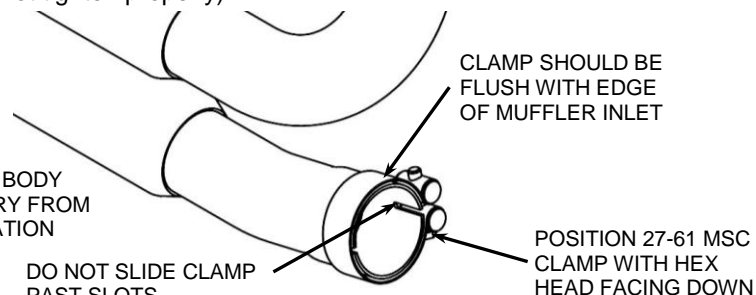
NEW EXHAUST  
MOUNT BRACKET

**FIGURE 2**

8. Unwrap the heatshields and headpipes from packaging. Remove the rear heatshield from the rear headpipe and muffler assembly.
9. Install the stock flanges, retaining rings and O<sub>2</sub> sensors onto the supplied front and rear headpipes.
10. Install the front headpipe (with stock headpipe gasket in place) onto the front cylinder using the stock nuts but **DO NOT TIGHTEN** at this time. Be careful not to damage the oil cooler while installing the nuts.
11. Position the supplied #27-61 MSC muffler clamp with hex head facing inward and down as shown in **FIGURE 3** and slide it onto the rear muffler inlet tube.
12. Install the rear headpipe and muffler assembly (with stock headpipe gasket in place) onto the rear cylinder and slide the lower muffler inlet on to the front headpipe. Use the stock nuts to fasten the rear headpipe to the cylinder but **DO NOT TIGHTEN** at this time. Make sure the front headpipe is pushed in as far as possible into the rear muffler slip.
13. Secure the muffler assembly to the exhaust mount bracket using the (2) supplied 5/16"-18 bolts but **DO NOT TIGHTEN**.
14. Make sure the rear muffler assembly and front headpipe are straight and parallel and tighten in the following order; headpipe flanges to the cylinders (slowly tightening opposing nuts), muffler assembly to the exhaust mount and finally the muffler inlet clamp. (NOTE: The muffler inlet clamp should be flush with the end of the muffler inlet when tightened. See **FIGURE 3**. If the muffler inlet clamp is slid past the slots on the muffler inlet, the clamp will not tighten properly).

**NOTE: MUFFLER BODY SHOWN MAY VARY FROM ACTUAL APPLICATION**

DO NOT SLIDE CLAMP PAST SLOTS

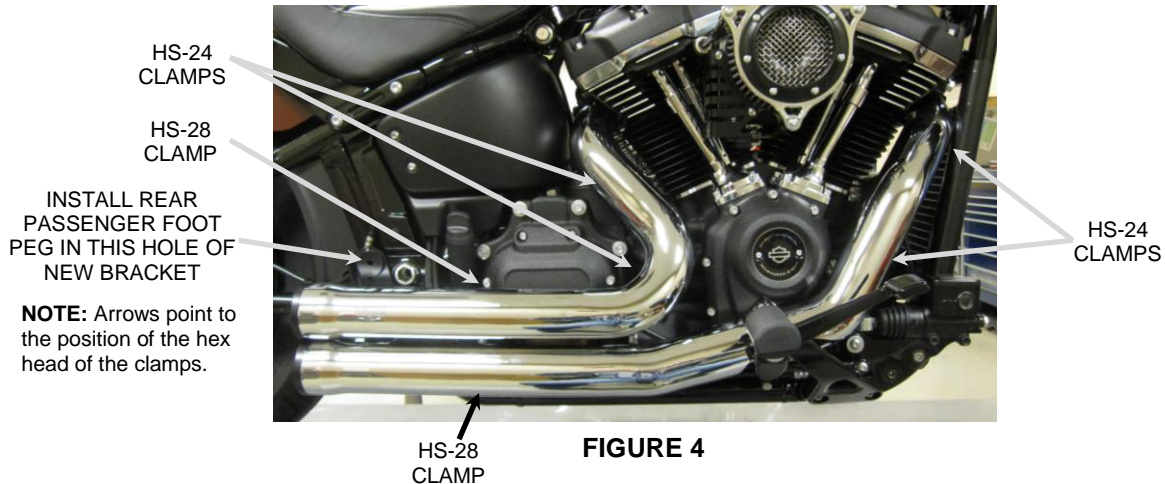


CLAMP SHOULD BE FLUSH WITH EDGE OF MUFFLER INLET

POSITION 27-61 MSC CLAMP WITH HEX HEAD FACING DOWN

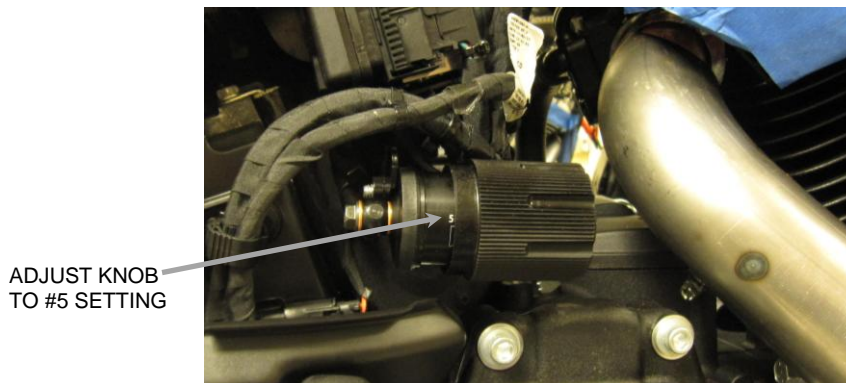
**FIGURE 3**  
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15. Plug the O<sub>2</sub> sensors back into the motorcycle wire harnesses.
16. Unscrew the **HS-28** and **HS-24** clamps and feed the tail end of the clamp through the clips on the inside of the heat shields. The larger clamps (**HS-28**) go to the rear of the heat shields where they will rest on the muffler bodies. The smaller clamps (**HS-24**) go to the front for the head pipes. See **FIGURE 4** for proper positioning of the clamps on the heat shields. (NOTE: The arrows point to the positioning of the hex head of the clamps. The hex head of the clamps should be accessible for tightening but not visible when heat shields are mounted to the pipes.)
17. Install the front heatshield first. Slide the rear portion of the heatshield forward over the muffler while gently pushing the front of the heatshield into place between the frame and motor (NOTE: Spread the hose clamps apart slightly to make it easier to slide them over the muffler assembly and headpipes.) Make sure the muffler clamp does not interfere with the heatshield and is aligned as shown in **FIGURE 3**. Snug the heatshield clamps but do not tighten.



**SPECIAL NOTE:** FIGURE ABOVE SHOWS STREET BOB WITH MID CONTROLS. FAT BOY/BREAKOUT IS THE SAME ONLY WITH FORWARD CONTROLS.

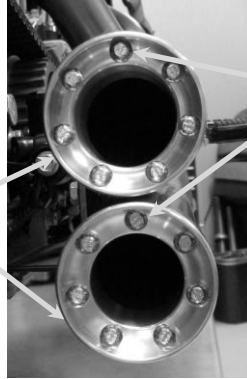
18. If the motorcycle is equipped with the knob for the rear mono shock adjustment the knob will need to be adjusted to the #5 setting to gain clearance to install the rear heatshield. Make sure to write down the current setting before adjusting the knob. See **FIGURE 5**.
19. Install the rear heatshield the same way as the front heatshield. See **FIGURE 4**.



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20. Align the tapped hole in the side of the billet tip with the hole in the heat shield and slide it into the heat shield. Be sure one of the 12 point bolts is in the 12 o'clock position. See **FIGURE 6**. (NOTE: If it is difficult to slide the tips into the heat shields loosen the clamps on the heat shields. Failure to do this may cause damage to the tips.) Fasten the tips with the supplied ¼-20 button head screws making sure there is no gap between the tip and heat shield when tightened.

FASTEN WITH  
¼-20 BUTTON HEAD  
SCREWS



POSITION TIPS WITH  
12 POINT BOLT IN  
12 O'CLOCK POSITION  
AS SHOWN

**FIGURE 6**

21. Make sure the ends of both tips are flush vertically with each other and tighten the clamps on the heat shields.
22. Install the right side passenger foot peg in the threaded hole on the new exhaust mount bracket. See **FIGURE 4**.
23. Reinstall the foot peg/floorboard and the right side battery cover. Make sure the rear O2 sensor wire does not get pinched by the cover.
24. Make sure all the hardware (brackets, headpipes, heatshields, and tips) have been tightened appropriately.
25. If equipped, readjust the rear mono shock adjustment knob to the appropriate setting.
26. **IMPORTANT: Before starting your engine remove all fingerprints from all exhaust surfaces. To clean your black exhaust system use a liquid based soap detergent, such as dishwashing soap applied with a soft cloth and rinse with clean water. Note: Avoid abrasive cleaning methods such as granular or dry cleansers, simple green, scotch-brite or steel wool pads. Abrasives may breach the coating and shorten life.**
27. Check the tightness of the two button head bolts securing the tips to the heatshields after the first ride, 100 miles, and every 500 miles after that.

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