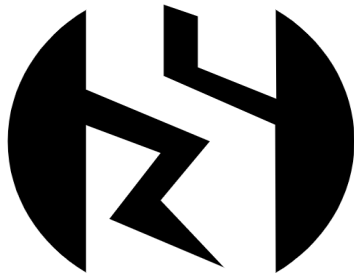


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SAWICKI SPEED

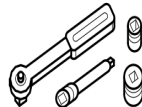
HIGH PERFORMANCE EXHAUST

04+Sportster Install Instructions

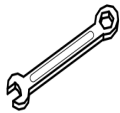
TOOLS REQUIRED



Screwdrivers - Flat blade, #3 Phillips Head



Ratchet & Extensions
Sockets - 1/2", 9/16" deep,
19mm



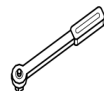
Combination Wrench -
1/2", 9/16", & 7/8" or
22mm, 14mm, 19mm



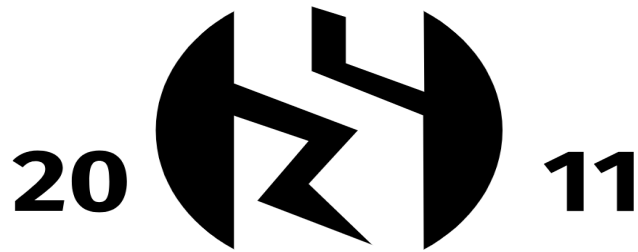
Snap Ring Pliers



Allen Wrench - 3/16",
5/16"
Torx - T30



Torque wrench



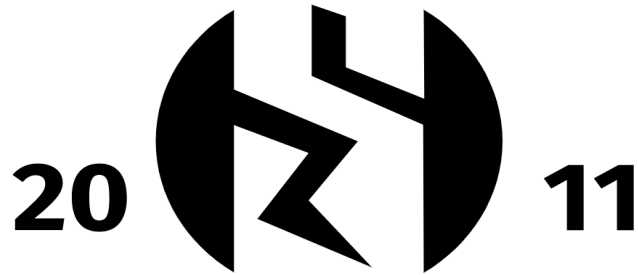
SAWICKI SPEED

HIGH PERFORMANCE EXHAUST

***NOTE:** These instructions are written for late model motorcycles equipped with O2 sensors. If you are installing these pipes on a bike which is not equipped with O2 sensors, ignore all instructions which reference them.*

STOCK EXHAUST SYSTEM REMOVAL

1. For the EFI bikes you will locate and unplug the O2 sensor wires from the wiring harness and remove nylon cable tie holding front wire to frame. Feed the end of the wires through the frame so they are free from the motorcycle. ***NOTE:** Pay attention to wire routing for re-installation.*
2. Loosen the heat shield clamps on both the front and rear exhaust pipes. This allows easier access to the head pipe mounting nuts.
3. Remove the two head pipe mounting nuts from each flange, located at the cylinder head.
4. Remove the clamp bolt which mounts the rear head pipe to the belt drive cover bracket.
5. Remove the two bolts from each muffler body where they attach to the mounting bar. Carefully remove exhaust pipes from the motorcycle and set aside.
6. Remove the drive belt cover and take the bracket off the rear cover bolt, the bracket will not be re-used.
7. 2014 - later models, remove e-clip from brake rod lynchpin. Remove foot controls. 2007 - 2013 models remove the brake rod at the rear eyelet. Remove foot controls.
8. Remove the three mount bolts and washers attaching the exhaust mounting bar and remove bar. (Save hardware for reuse)
9. Carefully remove exhaust port flanges and circlips from the stock exhaust system using snap-ring pliers. ***NOTE:** Replace bent or damaged circlips.*



SAWICKI SPEED

HIGH PERFORMANCE EXHAUST

SAWICKI EXHAUST SYSTEM INSTALL

1. Reinstall your OEM flanges and reuse your snap rings making sure they are not bent or damaged. This is very important to make sure you have the clips installed the correct way and that they get seated all the way down into your OE flanges. This will cause improper fitment if not done correctly.

(Fig1) is the clip and flange. (Fig2) clip installed in the right direction and seated. (Fig3) NOT seated and clip in the wrong direction



Fig1



Fig2



Fig3

2. Install and tighten the supplied mounting bracket using stock bolts and washers. Torque to 30-33 Ft/Lbs.
3. Re-install drive belt cover. Torque 1" x 3/8" bolt to 30-33 Ft/Lbs. and 2" x 1/4" bolts to 80-120 In/ Lbs.
4. 2014 - later models re-install brake rod, brake rod lynchpin and e-clip. Reinstall foot controls. 2007 - 2013 models, re-install at brake rod eyelet using removable thread locking compound (Loctite[®] 243 recommended). Torque to 120-180 In/Lbs. Reinstall foot controls.
5. Install your O2 sensors into the head pipes then install the head pipes with the supplied exhaust plugs gaskets. Non EFI bikes you will need block off plugs. Keeping the head pipes loosely in the exhaust ports at this point.
6. With the head pipes still loose but snug enough to move you can now start to install the muffler onto the end of the head pipes they should slide in nicely into the collector. They should be seated all the way into the collector .
7. Making sure both head pipes are completely seated in the exhaust ports snug enough to still be able to move, make sure the muffler is completely seated all the way up on the head pipes. Now you can take the two serrated flange bolts and tab with the welded nuts and slide the tab with the welded nuts behind the muffler bracket and leave them loose. This next step is critical to check rotation of the muffler and the head pipes to get proper angles for the mounting bracket and clearance on the head pipes around the engine and Mid and forward controls. There's a lot of movement at this point to get the angles correct.
8. Now tighten down the head pipe flange bolts to around 99in lb . Tightening them down evenly. Lastly, tighten the two muffler bolts.
9. On systems with billet end caps it's always good to go back after the first heat cycle and recheck the 3 Allen bolts that hold the tip to the muffler to make sure they are tight.
10. ***NOTE: After your install always go back with some brake cleaner or mineral spritz to wipe any grease off the stainless or coated system before starting and getting hot. This will prevent any unwanted discoloration.***
11. Run the system, let it cool and recheck all bolts.

Supplied parts

- Two 5 1/16 serrated flange bolts
- One Tab/w welded nuts
- Two 5 1/16 flat washers
- Two Exhaust springs
- Two Exhaust Gaskets
- One Exhaust hanger bracket

Checked by _____

NOTE: If you have coated pipes it is advised to make sure the inside of the collector muffler is free and clear of excess coating not allowing the primary pipes to slide together freely. A barrel sander or similar or sandpaper should do the job.