



Installation Instruction Sheet

Part # 09-3673

EVO R Series Full Dual System



Parts Included

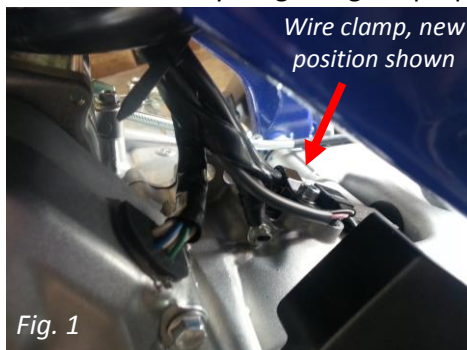
- 2 - Mufflers
- 2 - Mid pipes
- 1 - Head pipe
- 2 - 8mm x 1.25 x 35mm Bolts
- 2 - Spark Arrestors & Spacer Rings
- 4 - Exhaust Springs
- 1 - Exhaust Clamp

Removal of Stock Exhaust

1. Loosen the clamp between the head pipe and muffler.
2. Remove the bolts holding the muffler to the sub frame then remove the muffler.
3. Remove the stock head pipe and retain the nuts for installing the new head pipe.

Installation of Big Gun Exhaust

1. On the left side, on top of the transmission by the speed sensor, there is a wire clamp. You must unbolt it, remove the wires, turn the wire clamp upside down, re-insert the wires and then re-bolt it to allow clearance for the left side mid pipe. **(Fig. 1 – 2)**
2. Install the new head pipe using the stock flange nuts but do not tighten all the way.
3. Slip the 2-into-1 collector onto the new head pipe with the supplied clamp but do not tighten yet.
4. If the mufflers and mid pipes are connected, remove the spring on each and remove the mid pipe.
5. Install the right side mid pipe through the right side of the frame and slip it into the bottom hole of the collector.
6. Install the left side mid pipe through the left side of the frame behind the rear shock. Slip it in the top hole of the collector. **(Fig. 3)**
7. Slide both mufflers onto their corresponding mid pipes and bolt them up to the front bolt on the rear bumper (Do not tighten yet).
8. Attach all supplied springs. The two springs from the collector to the mid pipes and one spring for each muffler to their corresponding mid pipe.
9. Make sure everything is aligned properly and check clearance of the entire system. If needed, refer to the “Installation Tips” on the back of this page for help.
10. Once everything is aligned properly, tighten the head pipe, the collector clamp, and then the two muffler bolts.





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.

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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