



Installation Instruction Sheet

Part # 12-7612
EVO U Series Slip On



Parts Included

- 1 - Muffler
- 1 - Mid Pipe
- 2 - Short Exhaust Springs
- 2 - 8mm x 35mm Bolts
- 2 - 8mm Lock Nuts
- 4 - Washers
- 1 - Spark Arrestor & Spacer Ring
- 1 - Vortex Quiet Insert

Removal of Stock Exhaust

1. Remove the two springs that secure the muffler assembly to the head pipe.
2. Slide the muffler out off of the two rubber grommets and remove it from the vehicle.

Installation of Big Gun Exhaust

1. Slide the new slip on assembly (bell-shaped mid pipe) on to the head pipe using the stock gasket.
2. Align the new muffler brackets to the stock mounting points, ensuring the brackets are on the left side of the corresponding frame rails.

Note: If there is any sort of misalignment or it seems like the new mid pipe won't line up correctly, it is recommended you loosen your head pipe bolts for better adjustment. Also, it may help to twist the mid pipe within the new muffler to allow for adjustment. Remove the springs if necessary.

3. Secure each bracket using the supplied bolts, nuts and washers but do not tighten just yet.
4. Spring the mid pipe to the head pipe using the two short stock springs.
5. Make sure the alignment of the muffler is straight then tighten the head pipe bolts (if necessary) then the muffler bolts and re-install springs (if necessary).





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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