

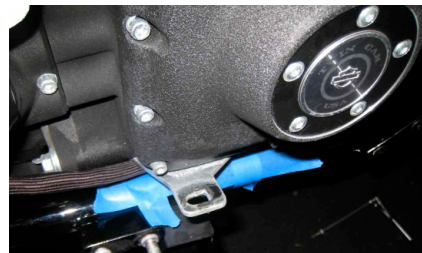
SAWICKI SPEED

HIGH PERFORMANCE EXHAUST

Dyna Big Inch Install Instructions

STOCK EXHAUST SYSTEM REMOVAL

1. Locate the rear O2 sensor connector. Remove the two bolts holding the right side cover in place and gently pull the cover off the bike. *NOTE: Pay attention to the wire routing for re-installation.*
2. Locate the front O2 sensor connector. Unplug the sensor and feed the end of the wire through the frame, freeing it from the motorcycle.
3. On Floor board models, loosen the right-hand floorboard mounting bolts to gain clearance for the exhaust removal and installation.
4. On Mid Mount models remove the forward brake rod bolt and remove the mid mount foot peg bracket.
5. Loosen the heat shield clamps on both the front and rear exhaust pipes.
6. Remove the two mounting nuts from each head pipe, located at the cylinder head.
7. Remove the bolts attaching the mufflers to the mounting bracket.
8. Remove the entire exhaust system and set it aside.
9. Remove the stock mounting bracket. Including the front bracket pictured below (**Important**)



10. Carefully remove the exhaust port flanges and circlips from the stock exhaust system using the snap ring pliers. *NOTE: Replace bent or damaged circlips.*

11. Carefully remove the O2 sensors from the stock head pipes and save for reuse with the new system.



SAWICKI EXHAUST SYSTEM INSTALL

1. 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

- bracket. This allows for multiple adjustments. After you have determined the correct angle we have supplied some Red Loctite to use on the two Bracket Bolts ONLY. Below are all the available adjustments in the two piece bracket
- 2. Install the supplied Sawicki two piece Hanger bracket onto the lower part of your transmission reusing the OEM hardware. keep the bolts loose that allow the bracket to move to allow for adjustments when you get the pipe installed. That bracket can be slid front to back on the transmission and also tilt up and down, along with the in and out movement of the two piece



- 3. Next reinstall your M8 reducers along with your O2 sensors into the head pipes then install the head pipes with the supplied exhaust gaskets keeping the head pipes loosely in the exhaust ports at this point you will need the movement to get the muffler rotated in the correct angle to the mount bracket.
- 4. With the head pipes still loose but snug enough to move you can now start to install the muffler. Make sure your pipes are completely seated all the way in the muffler. That

measurement should be 1 7/8, mark them, remove and check you have them all the way into the muffler. Now Install the muffler pipe springs.

- 5. Now take the supplied Dogbone tab with the welded nuts on it and slide it behind the muffler bracket and install the 5 1/6 serrated bolts. Don't tighten all the way down at this point. This next step is critical to check rotation of the muffler and the head pipes to get proper angles for the mounting bracket. There's a lot of movement at this point to get the angles correct if the head pipes are still loose. This is when you can determine your angles that your two piece bracket will need to get tightened down too.
- 6. Now tighten down the head pipe flange bolts to around 99 in lb . Tightening them down evenly. Lastly, tighten the two muffler bolts.
- 7. 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.



- **NOTE:** After your install always go back with some brake clean or mineral spirits to wipe any grease of the stainless or coated system before starting and getting hot this will prevent from any unwanted discoloration.

Supplied parts

- Two 5 1/16 serrated flange nuts
- One Dogbone Tab/ with welded nuts

- Two 5 1/16 flat washers
- Two Exhaust springs
- Two Exhaust Gaskets
- Two M8 Reducers
- One two piece transmission bracket (with bolts and Nuts)

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.