

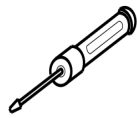
SAWICKI SPEED

HIGH PERFORMANCE EXHAUST

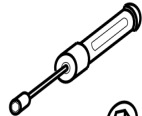
M8-TC 5-6 speed Bagger install instructions

Full length

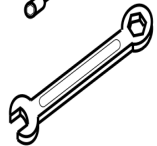
TOOLS REQUIRED



Flat blade screwdriver



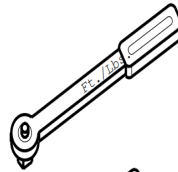
5/16" Nutdriver



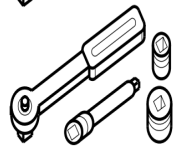
1/2", 9/16" & 14mm
Combination Wrenches



Snapping Pliers



Ft. Lb. Torque Wrench

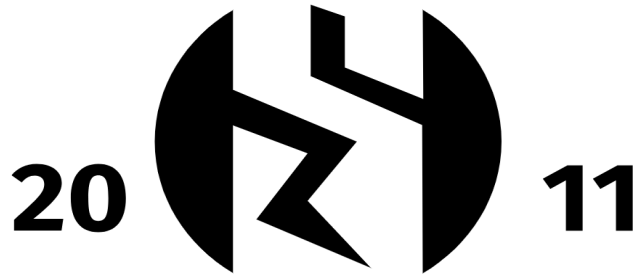


1/4" Ratchet &
Extensions

7/32", 1/2", 3/4" Sockets

1/2", 9/16", 5/8", &
15mm deep sockets

5/32", 3/16", 1/4", & 5/16"
Allen Sockets



SAWICKI SPEED

HIGH PERFORMANCE EXHAUST

STOCK EXHAUST SYSTEM REMOVAL

1. Remove both left and right saddlebags and set them aside. Remove the right side panel.
2. Loosen the pinch clamp bolt on the front end of the muffler(s).
3. Remove the two 5/16" bolts and washers that mount the muffler(s) to the saddlebag supports. Save these for re-use.
4. Remove the stock muffler(s) and set aside. *NOTE: It may be necessary to use a penetrating lubricant to loosen muffler(s) from the head pipe.*
5. Locate and unplug the O2 sensor wires from the wiring harness (Grey and Black connectors located behind the right side panel) and remove cable ties holding wires to the 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.*
6. Remove the right hand floor board.
7. Loosen head pipe clamp connecting the left side muffler to the header and the mount bracket on the backside of the oil pan. Remove the crossover section from the head pipe and the head pipe clamp.
8. Remove the mount clamp located behind the oil pan. The mount and bolts will not be re-used.
9. Remove nuts from the front header pipe mounting bracket and stud.
10. Loosen the heat shield clamps on both front and rear exhaust pipes.
11. Remove the two flange mounting nuts from each head pipe, located at the cylinder head. Carefully remove the head pipes and set aside.
12. Carefully remove the O2 sensors from the stock head pipes and save for reuse with the new system.

13. Carefully remove the exhaust port flanges and circlips from the stock exhaust system using snap-ring pliers. *NOTE: If circlips look bent or twisted, replace them.* 16. Remove the front heat shield from the stock headpipe and remove clamp. Save clamp for reuse.



SAWICKI EXHAUST SYSTEM INSTALL

2. Install circlips and flanges from the stock system onto both the new head pipes. 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





Fig3

3. Remove the two bolts from the transmission cover. Position the mounting bracket over the mounting location to determine which bolts to remove.

4. Attach your supplied transmission bracket to the transmission reusing the OEM bolts and washers. Don't tighten all the way down at this time you may need to position the bracket to fit the correct angle of the muffler. reinstall the transmission cover

3. Apply a small amount of anti-seize compound to the threads of the O2 sensors and install them into the new head pipe. Install supplied 18mm to 12mm oxygen sensor adapter then install 12mm oxygen sensors

4. Install the front header first and then the rear header assembly into the exhaust port first using the supplied exhaust gaskets. Use the stock flange nuts, do not tighten at this time. Now install the muffler and put the pipe springs on .Using the supplied 5/16- flange bolts slide the Dogbone tab with welded nuts behind the muffler bracket and bolt the muffler to the hanger bracket. Leave them loose at this time. (Full length muffler systems you can use the OE Muffler mount or the supplied bracket and bolt it to the Sawicki muffler reusing the OE bolts)

5.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 floorboards. There's a lot of movement at this point to get the angles correct. You may need to adjust the trans bracket to get the correct angle to the muffler, tighten down to correct OEM specs 22-25 ft lb.

6. Now tighten down the head pipe flange bolts to around 99in lb . Tightening them down evenly. Lastly, tighten the two muffler bolts.

7. Route O2 sensor wires away from hot areas of the motorcycle. Plug the O2 sensor wires back into the wiring.

8. On floor board models, re-install and tighten the floorboard mounting bolts or install needed spacers.

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. Be sure to tighten all hardware before starting the motorcycle. After installation and before starting the motorcycle, completely clean pipes and mufflers with soap and water and a clean soft cloth. ***NOTE:** Any residue, oil, or fingerprints will stain the brushed stainless when the metal heats up.*

Spacers may be required for some floorboards

Supplied parts

- Two 5 1/16 serrated flange bolts
- One “Dogbone” tab with welded nuts
- Two 5 1/16 flat washers
- Two Exhaust springs
- Two Exhaust Gaskets
- Two M8 Reducers
- 1 Transmission hanger bracket
- 1 muffler hanger bracket (Full length Muffler)

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.*