



Warning: Our pipes are illegal for EPA, CALIFORNIA and CARB. Only for off-road racing use.

Warning: Checking with your local state and Federal Laws before you take any action on your head pipes. Our true dual pipes are only for off-road using, not for street riding. Please note.

SUGGESTED TOOLS:



HDEX-13 TRUE DUAL HEADERS FOR 1995-2016 HARLEY TOURING MODELS



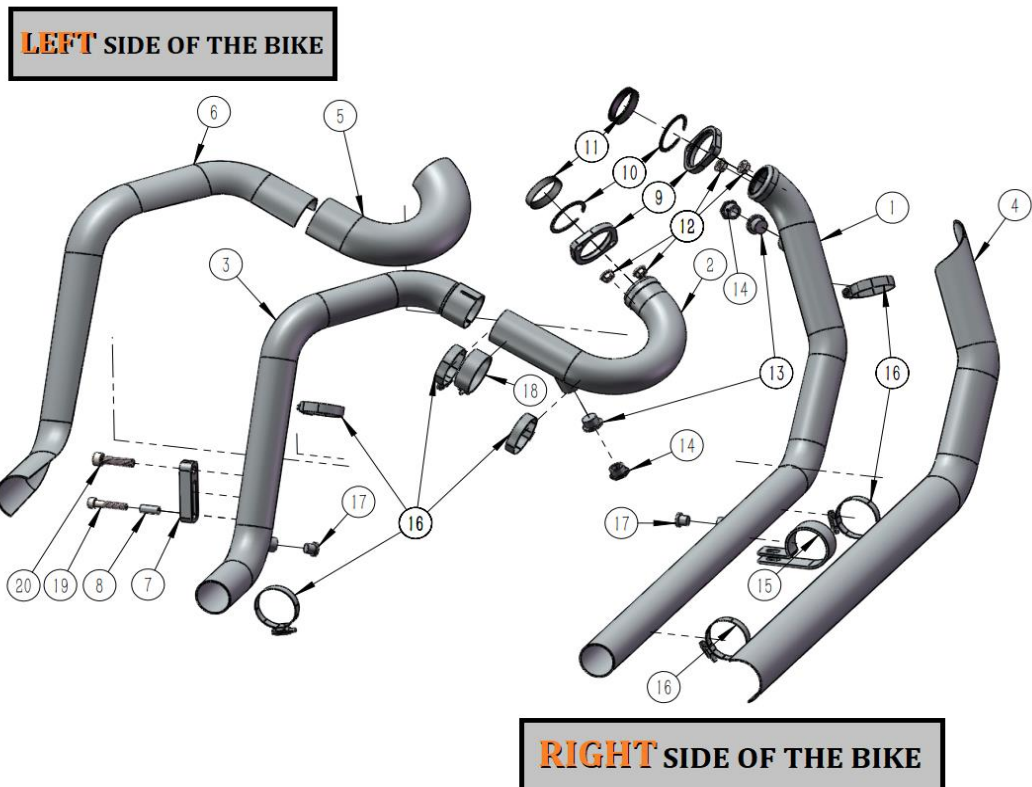
ITEM SUPPLIED:

- 1-LEFT HEAD PIPE WITH HEAT SHIELD (SECTION 1)
- 1-LEFT HEAD PIPE WITH HEAT SHIELD (SECTION 2)
- 1-RIGHT HEAD PIPE WITH HEAT SHIELD
- 1-A PACK OF HARDWARE
- 1-INSTALLATION INSTRUCTION

FITMENT:

1995-2016 HARLEY TOURING MODELS
EXCEPT Trike Models
(Torque Cone Sold Separated)

NO.:	PARTS NAME	QTY
1	RIGHT HEADER	1
2	LEFT HEADER-SECTION 1	1
3	LEFT HEADER-SECTION 2	1
4	HEAT SHIELD-RIGHT	1
5	HEAT SHIELD-LEFT (SECTION 1)	1
6	HEAT SHIELD-LEFT (SECTION 2)	1
7	PASSENGER FOOTBOARD (LEFT)	1
8	ALUMINUM SPACER	1
9	FLANGES	2
10	SNAP RINGS	2
11	GASKETS	2
12	STUD NUTS	4
13	O2 SENSOR BUNG-18MM	2
14	O2 SENSOR TRANSFER 18-12MM	2
15	P-CLAMP-45MM I.D.	1
16	HOSE CLAMP- 27~51MM	7
17	O2 SENSOR BUNG-12MM	2
18	CLAMP- 48~51MM	1
19	5/16-18*1-1/2 HEX SCREW	1
20	3/8-16*1-1/2 HEX SCREW	1



Make sure that THE BIKE is completely cooled down before ANY OPERATION.

INSTALLATION INSTRUCTIONS

TRUE DUAL HEADERS FOR 1995-2016 HARLEY TOURING MODELS:

Please use the bolts and nuts come with the pipes.

1. Before doing any actions to your bike. Please sure your bike is right parked. Do not easy to fall down when you are pulling or installing the exhausts.

Note: According to various bike conditions or working site issues, we are not responsible for any injury when installing the pipes or exhausts.

2. Before installing the new SHARKROAD TRUE DUAL headers on, we need to remove the stock whole exhaust system first.

3. Release the quarter-turn pins (2 pins/bag) of the saddlebags, then remove the saddlebags carefully. Put them on a carpet or some sort of soft surface from scratching. **(Shown in Figure 1)**

4. Use a 13mm (1/2") regular socket to loosen the nuts for exhaust hangers holding the mufflers. **(Shown in Figure 2)**
Use a 15mm (9/16") long handle socket to loosen the exhaust clamps for muffler inlets fixed. **(Shown in Figure 3)**

5. Carefully remove the muffler without hurting the head pipes; Slightly twist it and pull the muffler out until it slides off the head pipe. Remove both left and right side mufflers and put them aside for later reinstall. Put them on a carpet or some sort of soft surface from scratching. **(Shown in Figure 4)**

<p>6. All right. Now we will use a 8mm (5/16") hex head with a 15mm (9/16") wrench to remove the floorboard for foot on the engine port side of the bike and the passenger floorboard on the left side. They may in the way of removing the old headers or intalling the new one. (Shown in Figure 5 / 6 / 7)</p>
<p>7. Now, we need to use a 15mm (9/16") long handle socket to loosen the stock bracket for supporting crossover pipe. (Shown in Figure 8) Remove the part away when nuts off. (Shown in Figure 9)</p>
<p>8. Then, now we can start to distach the clamp for the header system to the crossover pipe. Use a 16 mm (5/8") socket to loosen the nuts next to the crossover pipe bracket we just removed. (Shown in Figure 10) Then carefully disconnect the crossover pipe.</p>
<p>9. Next, use a 5mm (3/16") hex-head Allen to remove the stock underneath bracket for crossover pipe. (Shown in Figure 11)</p>
<p>10. Before we are able to remove the whole old header system, we need to open the side panel to unplug the O2 sensor wires and let the wire out with the exhaust system. (Shown in Figure 12/13)</p> <p>NOTE: GRAY O2 SENSOR WIRE- for FRONT HEADER. BLACK O2 SENSOR WIRE- for REAR HEADER. Make sure put them back on SHARKROAD TRUE DUAL in the corret order.</p>
<p>11. Now, please get a extension with a 13mm (1/2") socket to remove the old flange nuts. (Shown in Figure 14 & Figure 15)</p>
<p>12. The last step before we can remove the whole old header system is to remove the long flat top bolt main support near the oem catalytic converter. Use a 15mm (9/16") socket (Shown in Figure 16/17)</p>
<p>13. Finally, with everything released. Now we can get the whole old header system off the bike. (Shown in Figure 18)</p>
<p>14. We can get enough space to remove the whole head pipe system now. Because the new true dual system comes with a full-coverage heat shield. So we just need to reomeve the old headers with shields.</p>
<p>15. After that, we need to get the stock O2 sensor wire off the system with a 14mm (9/16") wrench for a 12mm O2 sensor. We will use them onto the new true dual. (Shown in Figure 19/20)</p> <p>Note: If your O2 sensor wire is a 18mm wider one, please use a 22mm (7/8") wrench to disconnect it.</p>
<p>16. Leave the stock bracket there before diving into the new true dual system. We will reuse them to support the engine port side header later. (Shown in Figure 21) And please use markpens to mark the positions for hose clamps on the head pipe. It will easy the installation of heat shield. (Shown in Figure 22)</p>
<p>17. Now we can start to get the true dual pipes ready for installing now. Install the new flanges and snap rings coming with the pipes on to the header. (Shown in Figure 23)</p> <p>Note: Be very careful while inserting retaining rings onto headers, wear some type of safety gloves for the retaining rings may spring back and cause injuries. The slot on the flange for the snap ring should be faced to the engine port side.</p>

18. Before installing the pipe, please make sure the gasket at the engine port is in good condition. Or you need to change them with the new gaskets coming with the pipes.

Note: Be very careful while removing or inserting the gasket. Do not damage the sphere engine port.

19. Great. Now need to thread the **GRAY** O2 sensor wire into the bung on the front pipe (The pipe with underneath crossover section). The gray goes to the front engine port. The O2 Sensor port is I.D.-18mm. Use a 8mm (5/16") Hex Allen wrench with a ball end to remove the bung. If your wire end is I.D.-12mm. You might need a O2 sensor transfer (come in the parts bag) for altering the 18mm O2 sensor hole to a 12mm one. Then use a 14mm (9/16") wrench to snug this down.

Note: O2 sensor I.D.-18mm wider one, then use a 22mm (7/8") wrench. And ignore the o2 sensor transfer step. If you do not want to reconnect the O2 sensor wire, then please leave the sensor plug in.

20. After installing the Gray O2 sensor wire to head pipes, we can start to install them. Now, install the pipe to the front engine port. Align the right header to the engine port, and finger started to fix the nuts to the flange bolts. Then use a 13mm (1/2") socket. Do not tighten them this time. Because we might need some flexibility to adjust.

Note: Please use the nuts coming with the pipes.

Note: If you have torque cones, please install them into the head pipe inlet before align them to the engine port. They are very helpful on keeping the end torque and gain better performance. Our torque cone is special. You can not find on other place. (Torque cones sold separately.)

21. Then mount the right head pipe to the bracket with a 45mm **P-clamp** & 5/16" carriage bolts and nuts coming with the pipes. (Shown in **Figure 24**) Do not tighten them this time. Because we might need some flexibility to adjust the consistence compatible with the mufflers.

22. Ok. Insert the muffler hanger into the rubber grommet before operation. Now we can align the stock or original muffler back to the head pipe. Make sure the inlet of the muffler install with a 48-51mm clamp before gloving the head pipe end and covering the slashes. Finger tighten the hanger bracket bolts. (Show in **Figure 25**)

Note: Please sure that the clamp bolt head down for tighten later. And the clamp bolt side should not against the heat shield.

23. Please check all the connectors aligned perfect before tighten with sockets or wrenchs. Next we can start to install the left side head pipe.

24. Next, use a 12mm (7/16") Wrench to remove the engine-heat-shield placstic board. (Shown in **Figure 26**) Please remove the bolts and nut as well. We will not install the engine-heat-shield board back again.

25. Install the new flange kit into the left head pipe section 1 and please sure the slot for snap ring is facing right to the engine port. Finger bolt it to the engine port. Not tighten them yet. We need to check the alignment consistence of headers complete with mufflers. It may need a little adjustment. (Shown in **Figure 27/28**)

Note: If your O2 Sensor Wire is 12mm, then you need to reconnect the wire with the head pipe section one first. Use a 6mm (7/32" Hex-head Allen wrench with ball end to remove it).

26. Now we began to install the left head pipe section2. Put a 48-51mm clamp on the section pipe and cover the slashes. Align the section 2 correct to the section 1. (Shown in **Figure 29/30**)

Note: If your O2 Sensor Wire is 18mm, then you need to reconnect the wire with the head pipe section one first. Use a 8mm (5/16" Hex-head Allen wrench with ball end to remove it).

Note: Do not tighten the bolts all the way down this time. Because we also need to align the true dual pipes with mufflers first. Then we can tighten them at the very end.

27. Then, slide the your mufflers back to the headpipes until the mounting holes align. Make sure the expansion slots was totally covered after mufflers go onto the head pipe. Before we start to tighten all the bolts and nuts. We should check all of the pipes are aligned correct. Please be aware of the gap between the left head pipe section 2 and the plastic board. Make sure the room is enough for head pipe cooling. Complete that, proceed to tighten all of them. (Shown in **Figure 31**)

Note: Only stock mufflers, or aftermarket mufflers which compatible with stock headers are right fo this true dual system.

Note: Highly recommend you install SHARKROAD MUFFLERS for touring models. They are all compatible with stock headers and contribute awesome sound with better power performance.

28. Once the previous steps has been completed, install the pipes with shields on. We already marked the heat shield positions on the head pipes, then you can tell where each of the hose clamp goes through. (Shown in **Figure 22**)

29. Then install all the heat shield with hose clamps coming with pipes. (Shown in **Figure 32**)

30. Awesome. We are almost there. Now we need to install the passenger floorboard back. Replace the stock bolts with a 5/16-18*1-1/2 and a 3/8-16*1-1/2. The 3/8-16*1-1/2 should with an aluminum spacer (L-23mm*O.D.-10mm*I.D.-8mm) through the hollow bracket. (Shown in **Figure 33**)

31. Now, install the passenger floorboard back as the photo showing. (Shown in **Figure 34**)

32. Install the sheat shield for the right side header as the photo showing. Then fix the floorboard back to the position with 8mm (5/16") hex-head wrench. (Shown in **Figure 35/36**)

33. Before starting your bike, please check all the bolts, nuts, clamps, and screws, including the heat shields are all tighten down. No rattling sound or other issue.

34. Finally, be sure to wipe all fingerprints or oil stain off after installation, before start the engine.

Note: If you leave a fingerprint to it, the chrome may discolor when it heats up!

Figure 1



Figure 2



Figure 3

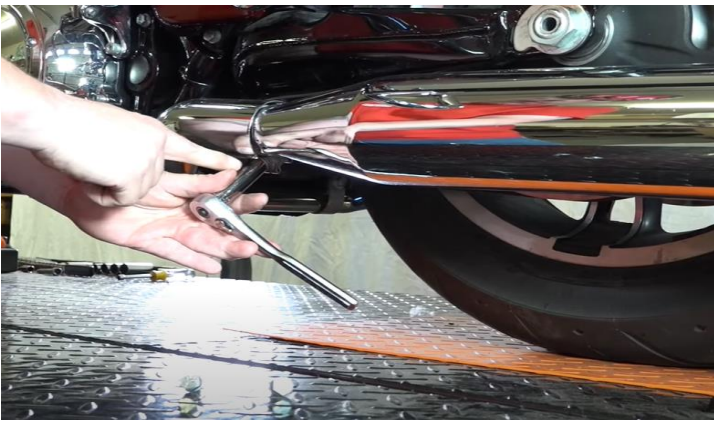


Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11

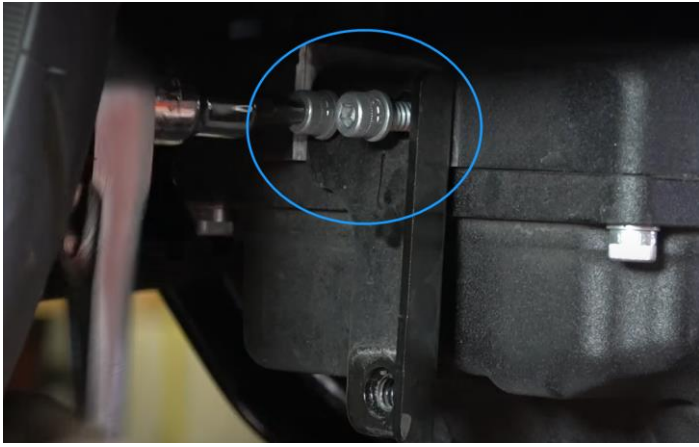


Figure 13

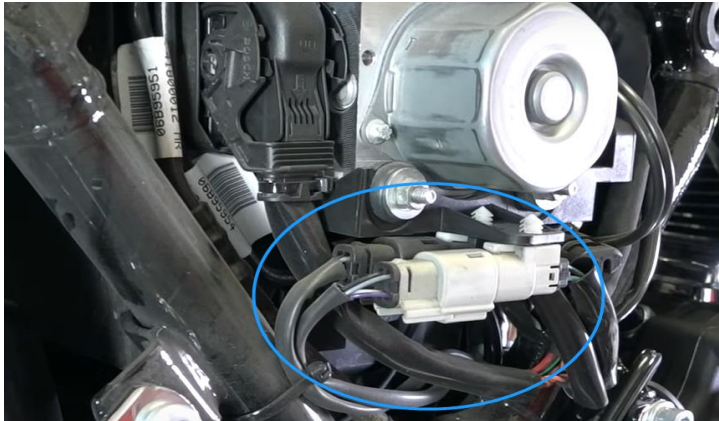


Figure 15



Figure 17



Figure 12



Figure 14



Figure 16



Figure 18



Figure 19



Figure 20

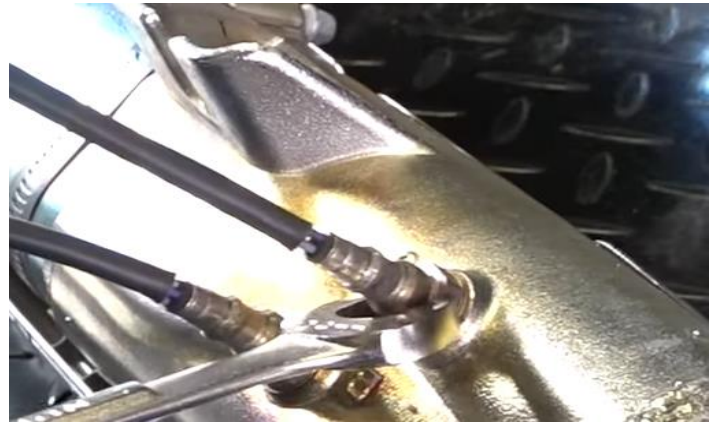


Figure 21

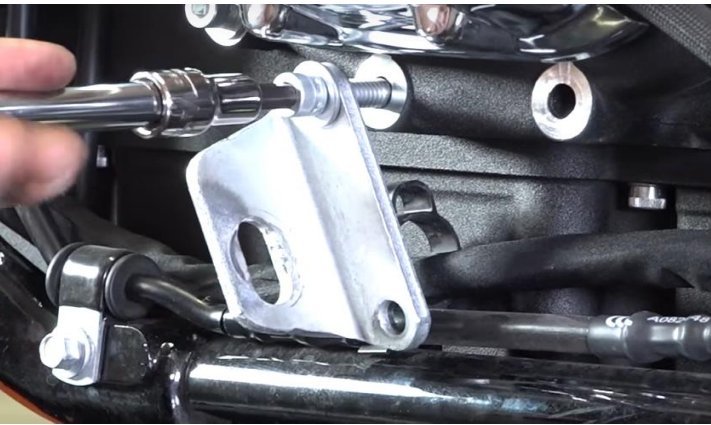


Figure 22



Figure 23



Figure 24

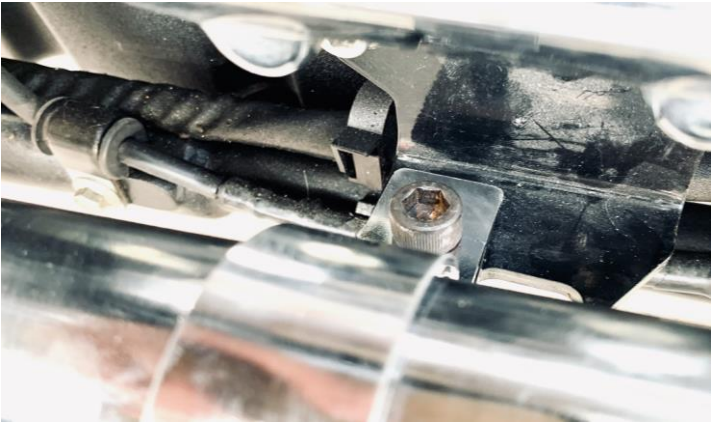


Figure 25



Figure 26



Figure 27



Figure 28



Figure 29

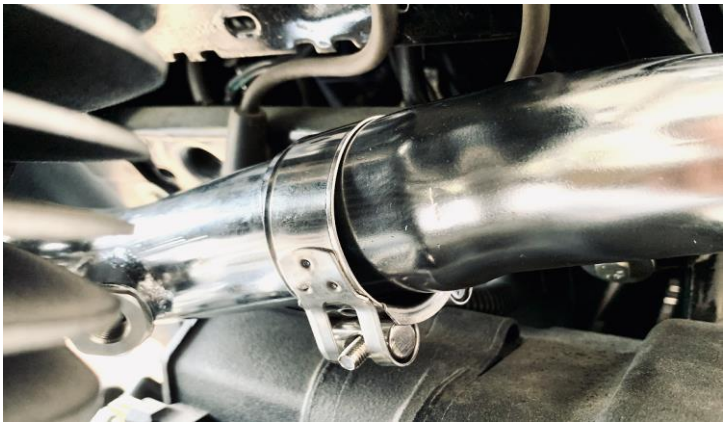


Figure 30



Figure 31



Figure 32



Figure 33



Figure 34



Figure 35



Figure 36



1. Please retuning your motorcycle immediately with Dyna Tuning Map after changing head pipes.

2. Be sure to tighten all hardware before starting your engine. Retighten after the first 100 miles.

Discoloration: [DOES NOT WARRANTY ANY CHROME EXHAUST PRODUCTS AGAINST DISCOLORATION!](#)

Discoloration is not a defect in chrome. All chrome exhaust systems will turn color. Chrome discoloration is a result of heat. The more heat the chrome is exposed to, the quicker and more severe the discoloration will be.

Tuning: It is strongly recommended by SHARKROAD. Better flowing, less restrictive exhaust will require more intake, so please consider upgrading your air cleaner along with your fuel-management system. Working with high-flow intake, Fuel Management system, and correct profession re-mapping, the bike would gain a more better performance.

C.A.R.B.: California does not allow the use of aftermarket exhaust systems that remove original equipment catalysts, (except for racing use only) unless the Air Resources Board has issued an Executive Order for that system.

Returns: When you want to return, please contact us in 72 hours after received the product so we can help you out immediately. We only accept return in 30 days after your order. International Return is not acceptable. For return shipping cost to our warehouse, If the product have quality or shipping damage issue, We will send you shipping label or pay the cost after you send out. If you don't like the product or buy by mistake, Buyer should stand this shipping cost.

Warranty: SHARKROAD products are warranted for one year against defects in material and workmanship. This warranty does not cover chrome discoloration or rust. Also SHARKROAD will not warranty any abused, misused, improperly installed or modified system.

Wearing a helmet while riding is always recommended.

Please never go for a ride while under the influence of alcohol and/or drugs.

Enjoy the new voice and the fresh look of your motorcycle and ride safe.