

Install

# SuperMogs Exhaust

WORDS AND PHOTOS: Jeff G. Holt



# SUPER MEGA PIPES



05

Here's a shot of the header pipes on the bike before the matching ceramic black megaphone and the heatshields went on.



06

Joff slid the megaphone muffer onto the pipes and snugged the exhaust clamp



01

With the OE pipes removed, we slid the header pipes onto the front cylinder first, then the rear.



03

The pipes were attached to the OE pipe mounting bracket at the clutch actuation cover on the right side of the bike.



07

We secured the megaphone muffer to saddlebag mount, which doubles as the exhaust mount



02

We snugged, but not tightened the head bolts on both the front and rear cylinders so we had a little wiggle room when installing the rest of the system.



04

We then secured the clamp to the bike with the provided nut and bolt.



08

With the megaphone in place we tightened down the clamp that joined the muffer to the head pipes as per our instruction's specifications.

## Supertrapp 2:1 SuperMogs Exhaust Install

Nothing sounds like a Harley Bagger with a 2-into-1 exhaust on it. The deep tone gets you noticed and cleans up a ton of clutter on the back of the bike. Currently there are a heap of 2-into-1 systems out there, but we chose the Supertrapp for two reasons. The first being that Supertrapp's 4-inch adjustable diffuser discs which make fine-tuning the exhaust for performance a snap, the second is Supertrapp's claim that by simply bolting up its 2:1 Supermeg exhaust, a 15 percent horsepower increase can be had.

The 2:1 Supermegs feature a 2-1/2-inch collector that mates to a 4-inch megaphone where up to twenty of Supertrapp's patented diffuser discs are housed. Created and patented in 1971, this disc technology allows the rider to add or subtract diffusers to tune the powerband and sound of his or her bike. By removing discs, it decreases the exhaust opening and increases backpressure, which adds to low-end torque. By adding more discs it increases the exhaust outlet and decreases backpressure, therefore widening the powerband at the top end as well as increas-

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09

We installed the stainless clamps provided in our kit to the heatshields.



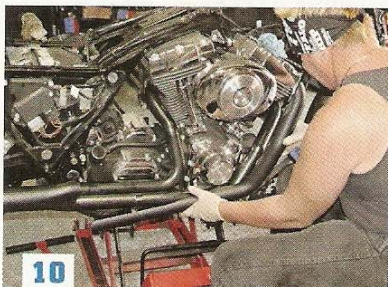
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With all of the heatshields on the pipes and the rear mounting points of the exhaust secured we torqued down the front cylinder head bolts to factory specs.



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On this install we were not really worried about the claimed horsepower gains. We wanted a mean and throaty exhaust tone, so we went with all twenty discs.



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The front heatshield was carefully installed as not to scratch the engine or the pipes themselves.



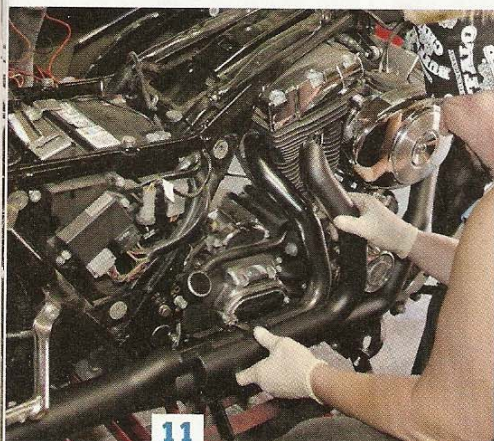
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We then did the same to the rear pipe, checking for any fitment issues along the way.



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With all of the diffuser discs installed, we bolted on the end cap and rechecked all of other bolts and we were finished.



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The rear heat shield was installed and clamped to the pipe as per Supertrapp's instructions.



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A bit more adjusting had to be done to make the heatshields and megaphone muffler line up.



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These Stackable diffuser discs are the heart of the adjustable Supertrapp system.



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Not only do the pipes look mean, we fired up the bike and were very happy with the deep tone of the pipes.

ing exhaust tone and leaning out the air/fuel mixture. All this can be done in just a few minutes with basic hand tools.

While one of our project bikes, a '05 FLHT, was getting some graphics squirted on it at Rock N Roll Custom Paintworks, our pal Joff was nice enough to bolt the set of black ceramic pipes on while we were waiting for the paint to dry. **B**



16

The discs stack into the end of the megaphone and use the six female mounting points to secure them to the muffler.

## SOURCE

**ROCK N ROLL CUSTOM  
PAINTWORKS**

(714) 744-0631

rr-custompaintworks.com

**SUPERTRAPP  
INDUSTRIES**

(216) 265-8400

supertrapp.com

PN 827-71453

MSRP \$813