

You can minimize discoloration by thoroughly cleaning the system before initial start-up, being sure the carburetion jetting is not too lean, and preventing long periods of engine idle. A stock engine with stock jetting will not benefit from using more than 6 to 8 discs. Using more than 8 discs will require richer jetting to prevent a lean condition. Best all around performance will be achieved by re-jetting the carburetor and approximately 14 discs. Final tuning numbers depend on a variety of variables so use these figures as a starting point. Always use high-temp lube on bolts when changing discs to prevent bolt seizure.

CLEANING

Soapy water and a soft cloth should be used to clean pipe and aluminum silencer. Use a fine Scotch-Brite pad to remove exhaust deposits from end cap and to touch up silencer body. Oven cleaner is recommended to remove baked-on oil or carbon deposits

ACCESSORY AND REPLACEMENT PARTS

4" Disc 6-pack	404-6506
4" Disc 12-pack	404-6512
Screw 6-pack (holds up to 20 discs)	404-7206
Screw 12-pack(holds 15 to 30 discs)	404-7306
High-Temp Lube 3-pack	090-2622
Fiberglass Repack Kit	400-4020
4" 6-bolt Closed End Cap	406-3046
4" 6-bolt Open End Cap (Competition Use Only)	405-3046
Aluminum 6-bolt End Cap with Heat Shield	402-3046
Exhaust Shield-Protects 120 Degree Area	405-2120
Racing Core (with packing)	400-8170
E.A.R Core (with packing)	401-8170
S-bend	048-3400
Silencer Body	027-3399
Hardware Kit	010-3399

SuperTrapp

E.A.R and RACING SERIES HONDA XR250R 1996 XR400R 1996

PART NUMBER: 811-3400 E.A.R.
813-3400 RACING

Since 1975, SuperTrapp has built a reputation on innovation and technical superiority. SuperTrapp R&D is constantly designing, testing and improving, providing you with the latest in State-of-the-Art performance engineering. The stainless Steel Disc Series is the culmination of hundreds of hours of street, track and dyno development. It will provide you with unmatched performance and lasting service.

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STOCK SYSTEM REMOVAL

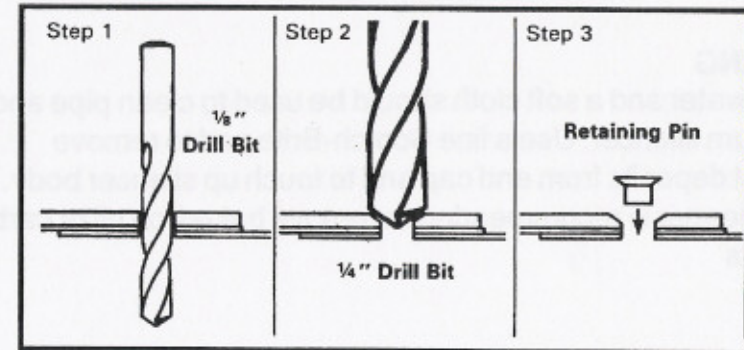
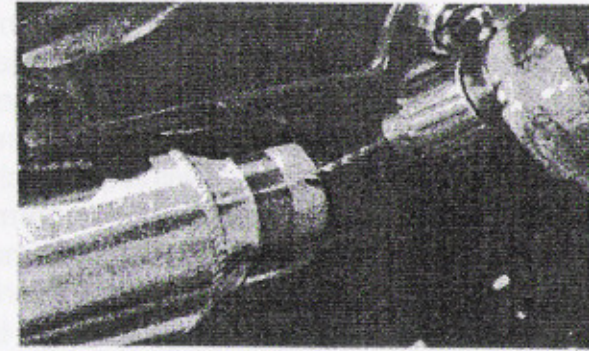
1. Remove right side cover
2. Loosen (do not remove) head pipe flange nuts at cylinder head
3. Loosen clamp at muffler inlet
4. Remove muffler mount bolts
5. Remove muffler.

SUPERTRAPP INSTALLATION

1. Install SuperTrapp S-Bend, using stock gasket and T-Bolt clamp, (supplied) unto headpipe. **DO NOT TIGHTEN.**
2. Rotate S-Bend until stand off lines up with frame mounting point and install aluminum spacer and 8 x 25mm bolt with "1 5/16 flat washer (supplied). **DO NOT TIGHTEN.**
3. Slide larger T-bolt clamp over silencer inlet and slide onto S-Bend. **DO NOT TIGHTEN.**
4. Install stock bolt with flat washer from hardware kit into muffler mount and tighten finger tight.
5. First snug all clamps and mounting bolts but do not tighten. Make sure there is no binding, then tighten starting at the head pipe flange nuts and working rearward.
6. Loosen silencer to inlet Clamp and slide up S-Bend. Install Retaining Pin per instructions.

NOTE: THE RETAINING PIN MUST BE INSTALLED TO PREVENT THE CORE FROM FALLING OUT

7. Mark hole placement with center punch and drill a 1/8" hole (Figure 1) **NOTE:** Before you drill make sure you drill through the perforated steel core and not the slotted portion.
8. Using only the tip of a 1/4 inch drill bit, carefully counter sink the hole for flush installation of the retaining pin.
9. Drop retaining pin in the hole, slide clamp over retaining pin and tighten t-bolt clamp.



GENERAL TUNING

SuperTrapp exhaust systems are uniquely tunable. Back-pressure and noise level are controlled by the number of discs used.

NOTE: Increasing the number of discs creates a larger exhaust outlet area and, therefore, causes less back-pressure but more noise. Conversely, removing discs increases back-pressure but reduces sound level.

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