

ACCESSORIES & REPLACEMENT PARTS

When ordering accessories or replacement parts you may need the part number of this silencer. Please record the part number and date of manufacture here.

Part No. _____ Date of Manufacture _____

High Temp Lube	090-2622
Disc Pack (6 Discs)	304-6506
Repack Kit with Badge	301-0835

CUSTOMER SERVICE

Call Dealership or point of purchase in which the exhaust was purchased for questions on returns, repairs, or fit and finish of SuperTrapp products.

Call SuperTrapp Customer Service for technical questions between 8am-5pm Eastern Time, (216) 265-8400, or by fax, (216) 265-0130.

LIMITED WARRANTY

SuperTrapp Industries, Inc. of 4540 West 160th Street, Cleveland, Ohio 44135 (SuperTrapp), warrants its SuperTrapp products against defects in factory materials and workmanship for one year from the date of purchase or until ownership in the product is transferred, whichever occurs first, subject to limitations below.

Under this warranty, SuperTrapp will repair or replace defective, covered parts, at option, or provide a replacement unit. SuperTrapp makes no warranty with respect to components of the SuperTrapp product not manufactured by SuperTrapp, including but not limited to the following: clamps, nuts, bolts, packing, boots, and hoses. Repair by SuperTrapp or replacement are the exclusive remedies under this written warranty or any implied warranty. SuperTrapp will not pay for the cost of removal or re-installation of the unit from any vehicle or for delivery and pick up of the unit. To obtain service under this warranty, the original purchaser must give specific written notice to his or her dealer within fifteen (15) days after discovery of any claimed defect in the unit, and must return such unit to the dealer within a reasonable time thereafter at the cost of the original purchaser.

This limited warranty is the only express warranty applicable to SuperTrapp product. Any implied warranty of merchantability or fitness for a particular purpose is limited in duration to the duration of this written warranty. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

SuperTrapp shall not be responsible for any consequential, special or incidental damages of any nature including but not limited to the loss of use of any vehicle on which the unit may be installed and the cost of obtaining another substitute product. Some states do not allow the exclusion or limitation of incidental or consequential damages so this limitation or exclusion may not apply to you.

This warranty is valid only if the proper size of the unit is installed, operated and maintained in accordance with factory instructions. This warranty does not cover any damage caused by (i) modification or alteration of the unit; (ii) improper installation, maintenance, operation, or use; (iii) accident; (iv) servicing or repair by anyone other than SuperTrapp or its authorized agents.

This warranty does not cover chrome discoloration.

This warranty gives you specific legal rights and you may also have other rights which vary from state to state. Outside the United States, a different warranty may apply. For details, please contact your authorized SuperTrapp distributor.



IDSX™ Internal Disc Series

Kawasaki Brute Force 750

SuperTrapp® Industries, Inc.
4540 W. 160th St. Cleveland, Ohio 44135 (216) 265-8400 fax. (216) 265-0130
e-mail. sales@supertrapp.com | www.supertrapp.com



003-6750 02.23.05

835-6750 IDSX SLIP ON

CAUTION!! PLEASE READ BEFORE PROCEEDING

FAILING TO PROPERLY JET YOUR QUAD WILL VOID ANY WARRANTY ON THIS PRODUCT.

Re-jetting the carburetor is essential not only to improve performance, but also to ensure durability of your quad. Typically, an exhaust system that is less restrictive than stock will require richer carburetion. Many quads, especially ones manufactured after 1998, come from the factory with lean carburetion due to EPA regulations. Many aftermarket jet kits are available which allow you to properly tune your quad. Additionally, your OEM dealer may have jets that will work adequately for your application. Proper jetting is best performed by a qualified technician. Call your local dealer for recommendations on jetting changes for your quad.

GENERAL TUNING GUIDE

The following will give you a base to work with in understanding how your SuperTrapp functions in relationship to the following parameters: POWER, SOUND, and JETTING.

Your system was supplied with 12 diffuser discs. On this model, using 8 discs will work fine with stock jetting and air filter. We consider 7 discs the minimum to use; this will flow about the same amount of air as your stock system would in most cases. In many cases, using 9 or more discs will necessitate a jetting change.

Example: Let's say you start off with 8 discs and your quad runs fine, but you want more power. By adding discs you do three things: (1) the exhaust tone will get louder, (2) the motor will run leaner (carburetion), and (3) your horsepower and power band will go up. It's the opposite if you take discs out: (1) the exhaust tone will get quieter, (2) the motor will run richer (carburetion), and (3) the horsepower and power band will move down. The secret to performance tuning is knowing how to make parts work together. It is very difficult, even with sophisticated equipment, to determine absolute jetting changes. Temperature, humidity, elevation, engine modifications, etc., all play a role in determining correct jetting. As a rule, any increase in intake and/or exhaust flow will require an increase in fuel.

TUNING RECOMMENDATIONS

For this application, in stock form, we suggest using 10 discs with the following carburetion changes. These modifications yielded the best performance. (Note: all testing was done at 792 feet above sea level. You may have to make further adjustments to achieve ultimate performance for your local conditions.)

Main jet (front carburetor):	#155
Main jet (rear carburetor):	#160
Air screw (both carburetors):	3 turns out from bottomed

DISC INSTALLATION

- 1 Coat the (3) mounting screws with high temperature lube.
- 2 Install the (3) screws through the end cap and disc stack (See Figure 1).
- 3 While holding the muffler body horizontal, insert the entire assembly into the body using the supplied T-handle hex key inserted into one of the screw heads as a handle.
- 4 Rotate the muffler vertically so the discs drop against the core. Tighten the screws in a cross pattern to approximately 15 in./lbs. of torque. It is essential that they be torqued evenly.

END CAP INSTALLATION

- 1 Holding the body with the mounting brackets pointing up, install the end cap. The outlet should be pointing down.
- 2 Align the threaded holes in the cap with the holes in the body.
- 3 Install the 1/4"-20 button head screws and star lock washers supplied.

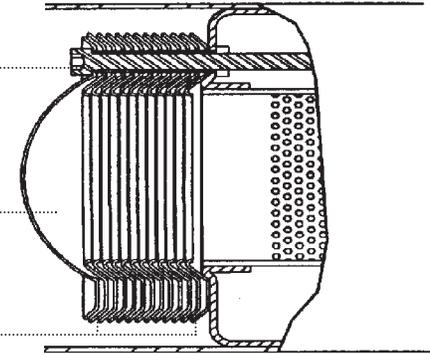
FIGURE 1

Disc Installation

install discs in this direction, with angle of outer lip of the discs pointing towards the end cap, and away from the muffler.

closed end cap

disc stack



STOCK SYSTEM REMOVAL

- 1 Remove the stock muffler and rear cylinder head pipe as described in your owner's manual. Retain the stock fasteners for IDSX installation. (Do not remove the front cylinder head pipe; this will be used with your new system).
- 2 Remove stock Heat Shield and retain for IDSX installation.
- 3 Remove and inspect the rear cylinder exhaust gasket. Retain or replace for IDSX installation.

IDSX INSTALLATION

- 1 Slide the 1-3/4" T-bolt clamp over the supplied Y pipe and attach pipe to IDSX muffler. (DO NOT TIGHTEN)
- 2 Slide the 1-1/2" T-bolt clamp over the front cylinder head pipe.
- 3 Install the new Y pipe and muffler using the stock fasteners. Align the muffler with the rear mount point on the frame. (DO NOT TIGHTEN).
- 4 Tighten all clamps and fasteners starting with the two flange nuts at the exhaust port and working back to the muffler.
- 5 Re-install the stock heat shield. (NOTE: only 2 fasteners will be used to install the heat shield to the new system. Make sure to use medium strength Loctite on the 2 fasteners when installing).
- 6 Start and check for leaks then re-install all body panels.

IMPORTANT: After a short test ride, check and retighten all fasteners as necessary.

CLEANING AND MAINTENANCE

The IDSX system is manufactured from stainless steel. Stainless steel is used for its high strength at high temperatures and resistance to corrosion. Before you run your new SuperTrapp IDSX for the first time, clean all grease, fingerprints, and dirt from the entire system. (A good glass cleaner works well.) A clean, grease-free surface will allow even coloration. After a relatively short time of running, the IDSX will begin to take on a gold tint. The coloration will be relatively even throughout the entire system. The hotter you get the system, the darker it will become. Due to the unique properties of stainless steel, the care of the IDSX is minimal. Although, do not hesitate to use soapy water and a soft cloth to clean the surfaces. Scratches and abrasions can be removed by lightly sanding around the circumference of the parts (not the length) with 600 grit wet/dry sandpaper. A fine Scotch-Brite pad can then be used to remove any heavier sanding marks and restore the original hand buffed finish.