



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.

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. SuperTrapp® 2:1 SuperMeg Systems are the culmination of hundreds of hours of street, track and dyno- development. They will provide you with unmatched performance and lasting, trouble-free service.

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2:1 SuperMeg Exhaust System

828-71453 HARLEY-DAVIDSON FLH/FLT

PRE-INSTALLATION NOTES

You must use the cone shaped cylinder to head pipe gaskets, stock Harley-Davidson® flanges and snap rings, available from your Harley-Davidson® dealer with this kit. Do not use the flat type gaskets with our headpipe.

STOCK SYSTEM REMOVAL

1. Remove the stock exhaust system as described in your owner's manual. (Retain the flange nuts for the new system installation).
2. Remove the stock flanges from the headpipes and retain for the new system installation.
3. Remove the stock exhaust mounting bracket.
4. Remove the stock exhaust gaskets and replace them with new conical type exhaust gaskets, available from your Harley Davidson dealer. DO NOT use the flat type gaskets with our headpipes.

SYSTEM INSTALLATION

1. Install stock flanges on both headpipes.
2. Mount the headpipes using the stock nuts. DO NOT TIGHTEN.
3. Install a #24 hose clamp (supplied) around the front head pipe, between the front and rear pipes, at the stock transmission mount point. Wrap the clamp around the stock bracket. DO NOT TIGHTEN CLAMP.
4. Slide the T-bolt clamp (supplied) onto the inlet end of the muffler. Slide the muffler onto the outlet end of the headpipe. DO NOT TIGHTEN CLAMP.
5. Attach the muffler to the stock muffler support using 5/16" bolts, lock washers, and square nuts (supplied). Tighten both bolts. Note: Slide a small, flat blade, screwdriver between the nut and bracket to keep the nut from spinning while tightening.
6. Tighten the rest of the hardware starting by aligning the head pipes and tightening the flange nuts, then the clamp at the transmission and finally the T-bolt clamp on the muffler.

HEATSHIELD INSTALLATION

1. Slide the hose clamps into the slots on the back of each shield. Orient the clamps to gain the easiest access to tighten them while in position on the headpipe.
2. Install the heatshields on the headpipes and collector. The tabs on the front of the collector shield must fit into the clips on the end of the front and rear shields.
3. Tighten the shields starting with the rear shield, then the collector shield, and finally the front shield. Align the shields as you tighten to minimize the gap between the head pipe and collector shields.
4. Re-install the right side floorboard.

*IMPORTANT: CHECK AND RETIGHTEN ALL FASTENERS AFTER THE FIRST COUPLE OF RIDES, THEN AT EACH SCHEDULED MAINTENANCE.

TUNING TIPS

We suggest using 20 discs with the closed end cap. Use a Screamin Eagle air box kit with a K&N filter, and a Dynojet Thunderslide jet kit.

We DO NOT suggest removing the muffler packing material to "get more noise". Removing the packing will result in a loss of power due to the sound waves not being absorbed into the material thus causing a restrictive wave in the core. The core was designed to flow with the packing installed, removing it will also have an effect on the jetting in most cases causing a lean condition.

Removing the closed end cap and running just the polished end cap with or without the discs will also cause the jetting to go lean and lose power. If you must have more noise, we suggest you get the optional 4 inch open end cap (p/n 405-3046) and run 9 discs. This set up has the same flow as the 20 discs and the closed end disc but it will add more noise.