



SUPERTRAPP STAGGERED DUALS
HARLEY DAVIDSON MODELS FXST/*FLSTC/*FLSTF/*FLSTN
P/N 628-78060
*REQUIRES FXST TUBULAR MOUNTING BRACKET

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 SuperTrapp Staggered duals are constructed of steel then plated in a brilliant chrome finish. They are fully adjustable in minutes and will give you up to a 10 horsepower increase over stock.

STOCK SYSTEM REMOVAL

1. Loosen headpipe heat shields and remove exhaust flange nuts.
2. Unbolt mufflers from the long bar bracket and remove system.
3. Remove heat shields and exhaust flanges from headpipes, you will utilize these on SuperTrapp system. NOTE: The exhaust flanges are held on by a snap ring. Simply remove ring and flange comes off.

HEADPIPE AND MUFFLER IDENTIFICATION

Front headpipe: 2 bends

Rear headpipe: 3 bends

Front muffler: mounting bracket towards front of muffler

Rear muffler: mounting bracket towards rear of muffler

SUPERTRAPP INSTALLATION

1. Install stock flanges on headpipes utilizing snap rings. Install heat shields loosely.
2. Mount headpipes into exhaust ports being sure to replace exhaust gaskets if necessary. Do not tighten.
3. Install T-bolt clamps (provided) and slide mufflers onto headpipes. (Refer to above identification for correct matching).
4. On rear muffler, bracket mounts to rear bolt hole. On front muffler, bracket mounts to front bolt hole.
5. Tighten system starting at exhaust ports. Continue to heat shields, muffler clamps, and muffler brackets.

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MOUNTING SLASH CUT END CAP

Simply insert the end cap into silencer body, line-up press nut with hole and install button head cap screw (provided) utilizing hex key (provided) and high temp lube (provided).

CHANGING DIFFUSER DISCS

Simply remove Slash-cut end cap with hex key provided. After removing, discs are accessible for tuning. Remove nut on center bolt and end cap/disc assembly can be removed. When assembling or changing discs, apply a small amount of high temperature lube (supplied) to the threads of the center bolt and Slash-cut end cap retaining screw.

TUNING INFORMATION

On a stock engine, 18 discs (standard) will provide the best all-around performance. Modified engines will run best with 18 to 24 discs. Main jet or needle position changes may be required when using more than 12 discs.

Refer to the general tuning guide for guide lines as to what occurs when adding or subtracting discs. The minimum number discs that should be used is 8. We highly recommend using the 18 discs that come installed to help prevent excessive heat build-up which can cause the chrome plating to discolor.

See your local dealer for the full line of accessory and replacement parts. Including diffuser disc 6 or 12 packs, internal end caps, external end caps, centerbolts, repack kits, etc..

WARRANTY COVERAGE DOES NOT APPLY TO DISCOLORATION OF THE CHROME PLATING IF SUCH OCCURS. YOU CAN HELP PREVENT DISCOLORATION AT THE MUFFLERS BY THOROUGHLY CLEANING AND POLISHING THE SYSTEM BEFORE INITIAL START-UP, NOT ALLOWING THE ENGINE TO IDLE FOR LONG PERIODS OF TIME, AND BEING SURE THE CARBURETOR IS PROPERLY TUNED.