

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.

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.

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	041-2631
E.A.R Core	041-1509
S-bend	048-5350
Hardware Kit	010-5350

SUPERTRAPP INDUSTRIES, INC.
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SUPERTRAPP E.A.R SERIES AND RACING SERIES

SUZUKI DR 250/350 '90-'93 (INCLUDING S MODELS)

**PART NUMBERS: 811-5350 (E.A.R.)
813-5350 (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. Loosen head pipe flange nut
2. Remove plastic side panel
3. Remove stock muffler

SUPERTRAPP INSTALLATION

1. Install Super Trapp inlet pipe with smaller t-bolt clamp, using stock gasket.
2. Using 8 mm washer and nut provided, install stock bolt through frame bracket and stand-off on inlet pipe. **DO NOT TIGHTEN**
3. Remove rear grab rail mounting bolt and loosen front bolt. install hanger bracket (provided) between rubber grommet and frame. Install stock bolt **BUT DO NOT TIGHTEN**.
4. Slide larger t-bolt clamp over silencer inlet and slide onto inlet pipe. **DO NOT TIGHTEN**.
5. Assemble vibration mount on silencer (FIGURE 1) and attach to outside of strap bracket. **DO NOT TIGHTEN**.

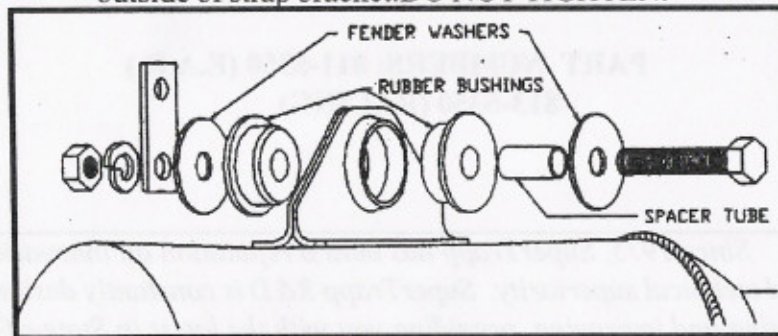


FIGURE 1

6. First snug all mounting brackets, but do not tighten. Make sure there is no binding then tighten, starting at the headpipe flange nut and working rearward.
7. Loosen silencer inlet clamp. **NOTE:** to eliminate the possibility of the core assembly sliding out (if the t-bolt clamp is not properly tightened or becomes loose) it is mandatory that retaining pin (supplied) be installed
8. Slide clamp up silencer.
9. Mark hole placement with center punch and drill a 1/8" hole (Figure 2) **NOTE:** Before you drill make sure you drill through the perforated steel core and not the slotted portion

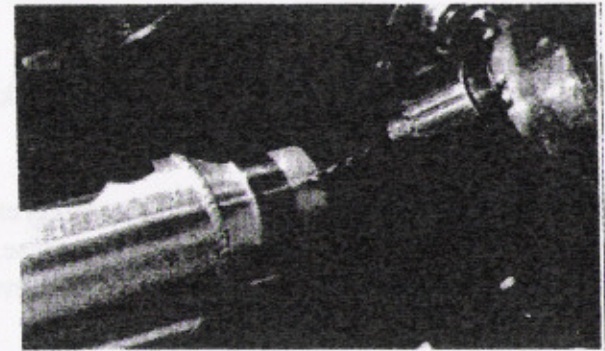
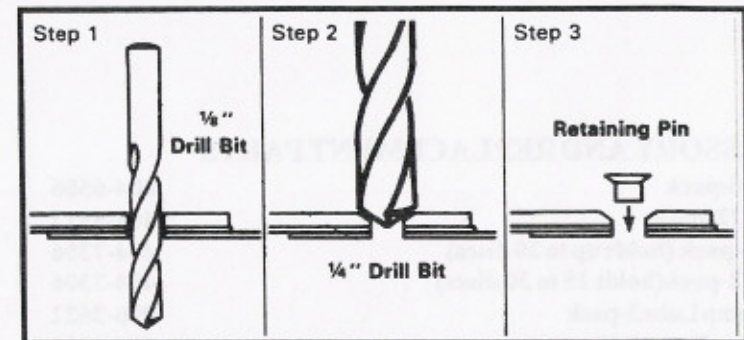


FIGURE 2

10. Using only the tip of a 1/4" drill bit, carefully countersink the hole for flush installation of the retaining pin.
11. Drop retaining pin in hole, slide clamp over retaining pin and tighten t-bolt clamp.



NOTE: you must install this pin to prevent the core and silencer from falling out.

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