

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 _____

Endcap Assembly with Nameplate and Rivets	305-3525
3 Bolt Open End Cap (Closed Course Comp. Only)	304-3034
3 Pack of Screws with Hi-Temp Lube	304-7203
High Temp Lube	090-2622
Disc Pack (6 Discs)	304-6506
Disc Pack (12 Discs)	304-6512
Quiet Core	301-2217
Racing Core	300-2237
Silent Sport Packing - Quiet	301-3209
Silent Sport Packing - Racing	300-3509
* Body	027-2226
* S-bend	048-3400

*Factory order only

CUSTOMER SERVICE

If you have any questions or problems, please call our technical support staff 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. The SuperTrapp® IDS2™ Quiet Series and Racing Series are absolutely the best bolt-on performance items available. They will provide years of trouble-free service.

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IDS2™ Internal Disc Series

Honda XR 250/400R '96-98

611-3400 QUIET SERIES 613-3400 RACING SERIES

STOCK SYSTEM REMOVAL

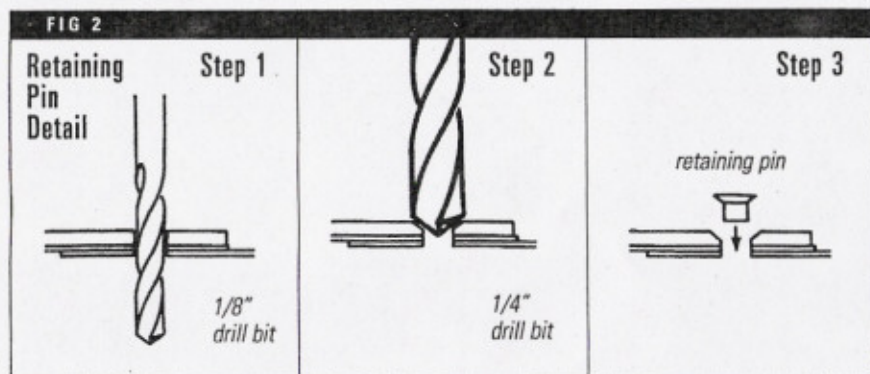
- 1 Loosen headpipe flange nuts.
- 2 Remove right plastic side panel.
- 3 Remove stock muffler.
- 4 Remove stock rear fender bolt.

SUPERTRAPP® INSTALLATION

- 1 Install SuperTrapp S-bend, using stock gasket and T-bolt clamp, (supplied) onto headpipe. DO NOT TIGHTEN.
- 2 Rotate S-bend until standoff lines up with frame mounting point and install aluminum spacer and 8 x 25mm bolt with one 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 headpipe flange nuts and working rearward.
- 6 Loosen silencer to inlet clamp and slide up S-bend. Install Retaining Pin (see instructions, Figs. 1 & 2).

RETAINING PIN INSTALLATION

- 1 Loosen T-bolt clamp and slide up S-bend.
- 2 Mark hole placement with center punch and drill a 1/8" hole (see Fig.1).
Note: before you drill, make sure you drill through the perforated steel core and not the slotted portion.
- 3 Using only the tip of a 1/4" drill bit, carefully counter sink the hole for flush installation of the retaining pin (see Fig 2).
- 4 Drop retaining pin in the hole, slide clamp over retaining pin and tighten T-bolt clamp.



END CAP & DISC INSTALLATION

Install the disks with their outlets pointing towards the end cap. To ease installation, first insert three screws (coat the threads with supplied high temp lube) through the endcap and disc stack. The blank disc (with no center hole) should be placed on the disc stack last (on the end closest to the exhaust opening). While holding the silencer 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. Rotate the silencer vertically so the discs drop against the core. Tighten screws in a cross pattern to approximately 15 in-lbs. torque. It is essential that they are torqued evenly.

GENERAL TUNING

SuperTrapp exhaust systems are uniquely tuneable. 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. Also, richer jetting will be required as discs are added to match air flow.

All SuperTrapps are US Forest Approved Spark Arrestors and are legal regardless of the number of discs installed providing the closed end cap is used. The optional Open End Cap is designed for Closed-Course-Competition only and will void the spark arrestor function. All systems are supplied with 12 discs (plus one blank disc described above) to provide a range of tuneability. Additional discs are available in 6 or 12 packs.

QUIET SERIES VERSUS RACING SERIES

The Quiet Series is designed to achieve significant increases while retaining near stock noise levels. For stock and mildly modified engines, the quiet series will offer the same performance advantage as the Racing Series but with significantly lower sound.

The Racing Series is designed for Closed-Course-Competition only. It will not meet the necessary sound regulations for street or trail use. Replacement cores are available to convert from Racing to Quiet or Quiet to Racing Series.

QUIET SERIES TUNING

The Quiet Series combines an efficient reverse flow core with the tuneable diffuser disc outlet. For stock engines and jetting, 6 to 8 discs is ideal. Unlike the Racing Series, the core itself does provide some back pressure that can not be eliminated simply by adding discs. For this reason, 10 to 12 discs is the practical maximum that should be used. In other words, adding more discs will not reduce the overall back pressure further. *Important: On quiet series mufflers, when using 10 discs or less, use the 8/32" x 1 1/4" fastener (provided). Using the 8/32" x 2" fastener with 10 discs or less will bottom out on the core.*

RACING SERIES TUNING

The Racing Series uses a straight through perforated core. Back-pressure is controlled entirely by the discs since the core itself adds no back-pressure. This gives almost infinite tuneability to match any degree of engine modification. 8 to 10 discs will work best on a stock engine with stock jetting.