

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 _____

Graphics Kit (Endcap Assy. 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
Racing Core	300-2238
Quiet Core	301-2208
Silent Sport Packing- Race Core	300-3509

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.



IDS2™ Internal Disc Series

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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Suzuki DRZ 400

613-5400 RACING SERIES

STOCK SYSTEM REMOVAL

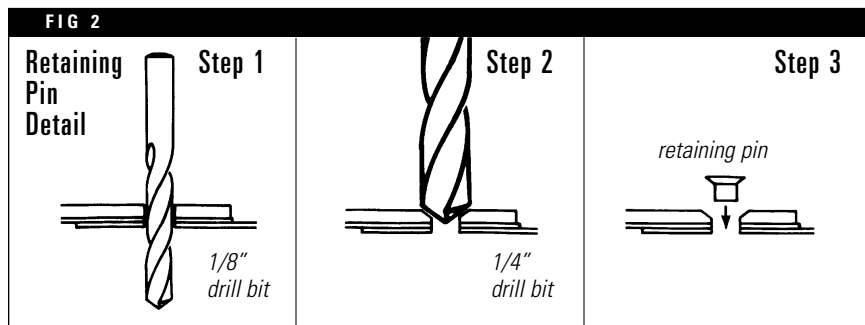
- 1 Remove two seat retainer bolts and remove seat.
- 2 Remove side panel retainer bolt and remove side panel.
- 3 Loosen headpipe to muffler joint.
- 4 Remove muffler to frame and muffler to subframe bolts and remove muffler. Save stock gasket for re-use.
- 5 Loosen headpipe to engine joint.

SUPERTRAPP® INSTALLATION

- 1 Install stock gasket to inlet of S-bend expansion chamber. Slide T-bolt clamp over outlet of headpipe.
- 2 Slide T-bolt clamp over inlet of IDS2™ muffler. Slide over expansion chamber. Use stock nut and bolt.
- 3 Use stock allen head bolt on standoff.
- 4 First snug all mounting brackets, *but do not tighten*. Make sure there is no binding, and then tighten, starting at the headpipe flange nuts and working rearward.
- 5 Loosen silencer inlet clamp and install "Retaining Pin", (see instructions, Fig's. 1 and 2). Tighten clamp.
- 6 Reinstall side panel and seat.

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.2).
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, care fully counter sink the hole for flush in-
installation of the retaining pin (see Fig 3).
- 4 Drop retaining pin in the hole, slide clamp over retaining pin and tighten T-bolt clamp.



END CAP & DISC INSTALLATION

Install the discs 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.

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.