



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. The SuperTrapp® 2:1 Exhaust System is the culmination of hundreds of hours of street, track and dyno- development. It will provide you with unmatched performance and lasting, trouble-free service.

SuperTrapp® Industries, Inc.

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2:1 SuperMeg Exhaust System

828-71470 230 WIDE TIRE
828-71471 250 WIDE TIRE

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.

SYSTEM INSTALLATION

1. Install muffler mount bracket to frame using supplied 3/8-16x bolts, flat washers and lock washers.
2. Re-use the stock flanges and flange retaining clips on the new headpipe. Use new cone style gaskets in the ports.
3. Mount the head pipe loose using the stock nuts.
4. Slip the T-bolts into the megaphone slot bracket, then the T-bolt clamp onto the megaphone inlet and slide onto the head pipe. Install flat washers & nylock nuts.
5. Tighten in the following order: Muffler to bracket nuts; T-bolt clamp; headpipe flange nuts.

HEATSHIELD INSTALLATION

1. Slide the hose clamps into the slots on the back of the shields. *Note:* orient the clamps to gain the easiest access to tighten them while in position on the headpipe. Usually they will tighten forward, but some models the front pipe they will tighten rearward. Do not tighten yet.
2. The collector shield must connect with the F & R shield clips. Line up the shields at the collector junction and tighten the rear pipe shield first, then the collector shield clamp. Adjust as needed to minimize the gap at the collector joint.
3. Re check all hardware after the first couple of rides, then at each service.

TUNING TIPS

We suggest using 20 discs with the closed end disc. Use a Screamin Eagle air box kit with a K&N filter, and a Dynojet Thunderslide jet kit. Settings for this kit are as follows:

These are the settings which we achieved the optimum power and torque readings on our 2000 TC88B @ 792ft. and 69.8°. You may need to fine tune the fuel screw, main jet and slow jet to meet your local conditions.

We Suggest:

Main jet: 180-195

Needle clip position from top groove: Position 5.

Fuel screw 2 turns out from bottomed.

Additionally; 50, 55 or 60 slow jet (see your H-D® dealer).

We also have had good results with the Screamin Eagle split electrode type spark plugs and the SE plug wire 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 disc 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.