

## SuperTrapp's Superlight Stainless Steel Exhaust System

SuperTrapp has spent more than 20 years developing the most comprehensive performance exhaust systems ever conceived. Exhaust systems so critically designed and accurately formed that they have become the standard by which all others are judged. From the engineers and fabricators to the machinists, welders and technicians, SuperTrapp means exciting new challenges. An excitement that is reflected by unique features, precision fit, clean lines, and awesome performance.

### Why Stainless Steel?

Stainless steel's unique properties make it an ideal material for exhaust systems. High strength at high temperatures reduces thermal fatigue and allows the use of thin wall material for the lightest weight system possible.

### Beautiful Gold

Before you run your new SuperTrapp Superlight for the first time, clean all grease, fingerprints, and dirt from the entire system. (A good glass cleaner works well.) A clean, grease-free surface will allow even coloration. After relatively short time of running, the Superlight will begin to take on a beautiful light gold tint. The coloration will be relatively even throughout the entire stainless steel system further enhancing the already eye-popping looks. The hotter you get the system, the more beautiful the stainless becomes.

### Cleaning and Maintenance of Stainless Steel

Due to stainless steel's unique properties, the care of Superlight is minimal, although do not hesitate to use soapy water and a soft cloth to clean the surface. Scratches and abrasions can be removed by lightly sanding around the circumference of the tubes (not the length) with 600 grit wet/dry sandpaper. A fine Scotch-Brite pad can then be used to remove any heavier sanding marks to restore the original hand-buffed finish.

\* On all SuperTrapp products with a polished finish (e.g., Slip-On Series, Universal Mufflers, and Harley-Davidson Systems), use a polishing compound to restore original lustre.

### Chrome Products

Discoloration of chrome plating occurs at approximately 900°. Headpipe temperatures easily reach this. Obviously the system tends to run cooler further down the pipe into the mufflers. You can help prevent discoloration 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.

**SuperTrapp Industries, Inc.**

4540 West 160th Street • Cleveland, Ohio 44135 • (216) 265-8400



## General Tuning Guide

The following will give you a base to work with in understanding how your SuperTrapp functions in relationship to the following three parameters: POWER, SOUND, and JETTING.

SuperTrapp Exhaust Systems are supplied with either 8, 12, or 18 diffuser discs depending on the series. On most models, using from 4 to 8 discs will work fine with stock jetting and air filter. We consider 4 discs the minimum amount to use; this will flow about the same amount of air as your stock system would in most cases. In many cases, using more than 8 discs will necessitate a jetting change. You should always run the current jetting after the system is installed. Do not change until you establish a baseline to evaluate from.

For Harley-Davidson models, refer to your instruction tuning sheet for the number of discs to use. We highly recommend using the 12 or 18 discs that come standard. 8 discs is the minimum suggested. 24 discs is the maximum.

Example: Let's say you start off with 8 discs and it runs fine, but you want more power. By adding discs you do three things: (1) the exhaust tone will get louder, (2) the motor will run leaner (carburetion), and (3) your horsepower and powerband will go up. It's the opposite if you take out discs; (1) the exhaust tone will get quieter, (2) the motor will run richer (carburetion), and (3) the horsepower and powerband will move down. For most Street/Dirt/Jet ski applications, the minimum number of discs to use is 4, maximum is 20. The secret to performance tuning is knowing how to make parts work together. It is very difficult, even with sophisticated equipment, to determine absolute jetting changes. Temperature, humidity, elevation, engine modifications, etc., all play roles in determining correct carburetion. As a rule, modern airbox/filters are restrictive in order to reduce intake noise. Reducing intake restriction will result in greater improvement in airflow through the intake system, and any increase in airflow must be compensated by an increase in fuel. Obtaining a correct combination of intake and exhaust changes (number of discs installed) will yield dramatic results.

Please call our Technical Information Department at (216) 265-8400 for specific model tuning information. Hours are 8:00am to 12:00pm and 1:00pm-5:00pm Monday through Friday, EST.

## Maintenance:

Repacking Stainless & Aluminum Silencers (\* most models)

The key to long life of the fibreglass is having the glass very tightly packed in the silencer. This will also give better sound control. A few strips of masking tape will hold the glass tightly around the core for installation.

1. Remove silencer. (Don't forget to remove silencer retaining pin.)
  2. Remove all discs and assemble with end cap only. (Screw finger tight.)
  3. Remove buttonhead screw securing core on models having one.
  4. Use a 1-1/2" diameter wooden dowel (flat end, not domes) approximately 2" longer than the silencer's total length. Insert into silencer against back of end cap. Carefully knock out core from aluminum or stainless steel housing. Be sure core retaining screw is removed on side of body.
  5. Repack core. (Part number 400-4020.)
  6. Reassemble silencer. Be sure to carefully line up retaining pin hole.
- \* On models where a dowel can not be inserted, simply remove the buttonhead screw and using a soft mallet, tap lightly around the base cap and pull core out.

## Cleaning of Aluminum & Stainless Steel Silencer

Soapy water and a soft cloth should be used to clean the pipe and silencer. Do not use abrasive substances on silencer. A fine Scotch-Brite pad will remove the exhaust deposits from the end cap.

### Limited Warranty

SuperTrapp Industries, Inc. of 4540 West 160th Street, Cleveland, Ohio 44135 ("SuperTrapp"), warrants its SuperTrapp muffler against defects in factory materials and workmanship for one year from the date of purchase or until ownership in the muffler is transferred, whichever occurs first, subject to limitations below.

Under this warranty, SuperTrapp will repair or replace defective, covered parts, at option, provide a replacement unit. SuperTrapp makes no warranty with respect to companies of the SuperTrapp muffler not manufactured by SuperTrapp, including but not limited to the following: clamps, nuts, bolts, packing, boots, and hoses. Repair by SuperTrapp or replacement are the exclusive remedies under this written warranty or any implied warranty. SuperTrapp will not pay for the cost of removal or reinstallation of the unit from any vehicle, or for delivery and pick up of the unit. To obtain service under this warranty, the original purchaser must give specific written notice to his or her dealer within fifteen (15) days after discovery of any claimed defect in the unit, and must return such unit to the dealer within a reasonable time thereafter at the cost of the original purchaser.

This limited warranty is the only express warranty applicable to SuperTrapp muffler. Any implied warranty of merchantability of fitness for a particular purpose is limited in duration to the duration of this written warranty. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

SuperTrapp shall not be responsible for any consequential, special or incidental damages of any nature, including but not limited to the loss of use of any vehicle on which the unit may be installed and the cost of obtaining another substitute muffler. Some states do not allow the exclusion or limitation of incidental or consequential damages so this limitation or exclusion may not apply to you.

This warranty is valid only if the proper size of the unit is installed, operated and maintained in accordance with factory instructions. This warranty does not cover any damage caused by (i) modification or alteration of the unit; (ii) improper installation, maintenance, operation, or use; (iii) accident; (iv) servicing or repair by anyone other than SuperTrapp or its authorized agents.

This warranty does not cover chrome discoloration.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Outside the United States, a different warranty may apply. For details, please contact your authorized SuperTrapp distributor.

## IMPORTANT

### Silencer Retaining Pin Installation

(All aluminum and some models of \* Staggered Dual Silencers).

To eliminate the possibility of the core assembly sliding out (if the band clamp is not properly tightened or becomes loose), it is mandatory that the retaining pin (supplied) be installed.

1. Slide band clamp up the silencer.
2. Mark hole placement with center punch and drill 1/8" hole. (Figure 1) Note: Before drilling, make sure you drill through perforated steel core and not the slotted portion.
3. Using only the tip of a 1/4" drill bit, carefully countersink hole for flush installation of retaining pin. (Figure 2)
4. Drop retaining pin into hole, slide clamp over retaining pin, and tighten band clamp.

\* You must install this pin to prevent the core and/or the silencer from falling off.

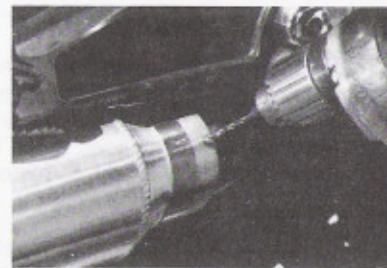


Figure 1

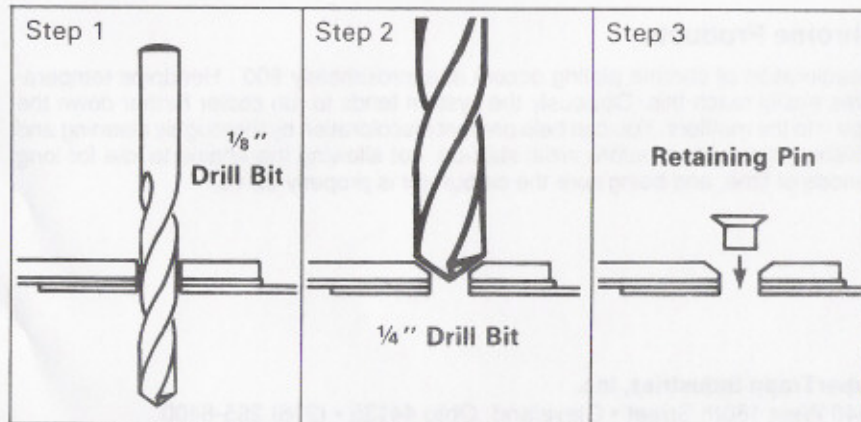


Figure 2