

USE AND WARRANTY DISCLAIMER

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

Under this warranty, SuperTrapp will repair or replace defective, covered parts, at option, or provide a replacement unit. SuperTrapp makes no warranty with respect to components of the SuperTrapp product 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 re-installation 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 product. Any implied warranty of merchantability or 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 product. 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 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.

CAUTION! Warranty does not cover chrome discoloration. You can minimize this problem by thoroughly cleaning and polishing the system before initial start-up, being sure the fuel mixture is not too lean, and preventing long periods of engine idle.

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.

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. SuperTrapp® products are absolutely the best performance items available. They will provide years of trouble-free service.

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003-7235 10.17.07



Installation Instructions

Buell X1 Lightning

U.S. Model

Also fits:

M2 Cyclone

S3 Thunderbolt

S1 White Lightning

Superlight Stainless Series

725-71235 4" Internal Disc Slip-on

ACCESSORIES

404-6506 4" Disc 6-Pack

404-6512 4" Disc 12-Pack

090-2622 High-Temp (Anti-Seize) Lube, 3-Pack

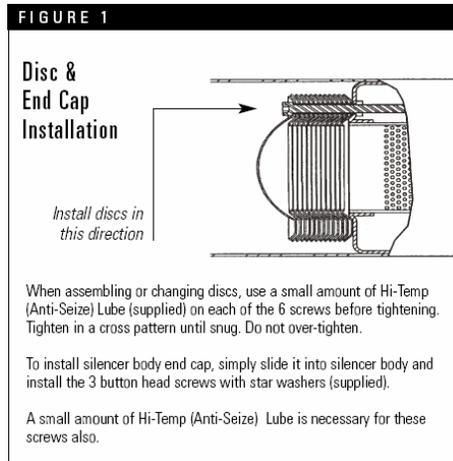
405-3046 4" 6-Bolt Open End Cap (Competition Use Only)

REMOVAL OF STOCK SYSTEM:

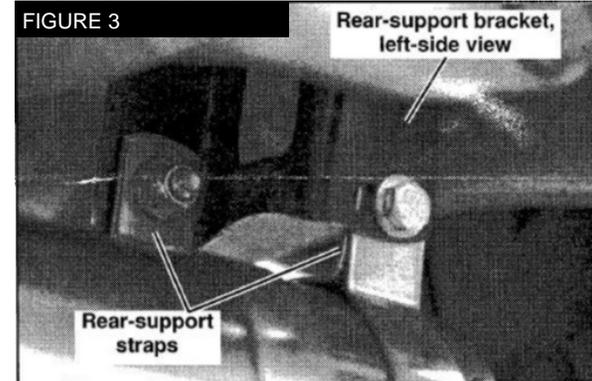
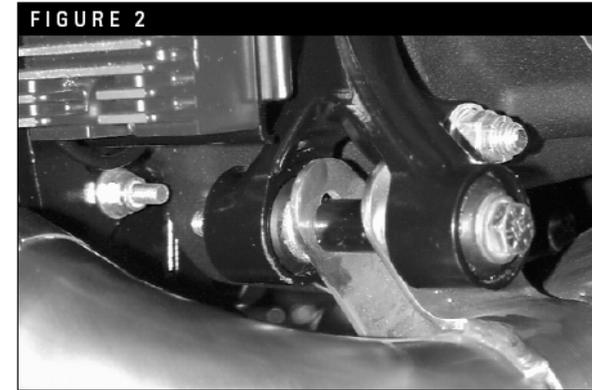
1. (X1): Remove chin fairing.
2. Loosen the muffler to headpipe joint clamp.
3. Remove the front muffler mount bolt/ nut.
4. Remove the two muffler mount clamp bolts at the rear of the muffler.
5. By lowering the rear of the muffler and pulling out on the muffler you can clear the front muffler mount bracket and remove the muffler.
6. Pull off the stock muffler to head pipe clamp, it will be re-used.
Note: It will need to be installed in the same direction as stock .
7. Save the hardware from the muffler to front vibrate mount bracket, it will be re-used.

SYSTEM INSTALLATION:

1. Install discs and closed (supplied) or open end cap (See Figure 1).
2. Apply hi-temp sealer at the head pipe to elbow joint.
3. Slip the stock muffler to head pipe joint clamp onto the muffler inlet. **NOTE:** The nut should be facing the engine and down, like stock. Do not tighten.



4. **NOTE:** The front support bracket picture, Buell part #S1001.01A1, replaces the old support bracket on all 1996 through 2000 models. This upgrade is highly recommended. Install muffler inlet with outlet end at ground level. Swing muffler up into position with muffler brackets between the vibration grommets in stock support bracket. (On 1996 through 2000 models, the stock support bracket will fit between the muffler brackets). Reinstall the stock bolt, washers, and nut (See Fig. 2).
5. Slide the rear support straps onto the back end of the muffler. Orient the straps opposite one another to fit the rear support bracket. (See Fig. 3)
6. Tighten all fasteners starting at the muffler inlet and working towards the back. On the X1, re-install chin fairing.
7. After a short ride go over all bolts and nuts. Re-check periodically.



TUNING TIPS:

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.*

A stock engine with stock jetting will not benefit from using more than 12 to 15 discs. Using more than 15 discs will require richer jetting to prevent a lean condition. Best all around performance will be achieved with a jet kit, an aftermarket air cleaner, and 15 to 18 discs depending on degree of engine modification.

You can minimize discoloration by thoroughly cleaning and polishing the system before initial startup, being sure the carburetion is not too lean, and preventing long periods of engine idle.