

ACCESSORY AND REPLACEMENT PARTS

4" Disc 6-pack	404-6506
4" Disc 12-pack	404-6512
Screw 6-pack with Hi-Temp Lube (holds up to 20 discs)	404-7206
Screw 6-pack with Hi-Temp Lube (holds 15 to 34 discs)	404-7306
Hi-Temp Lube 3-pack	090-2622
Fiberglass Repack Kit	400-4020
4" 6-bolt Closed End Cap	406-3046
4" 6-bolt Open End Cap (Competition Use Only)	405-3046
Aluminum 6-bolt End Cap with Heatshield	402-3046
Replacement Core with Fiberglass	400-8208
Hardware Kit (Heat Shields)	010-7471
Hardware Kit (Fasteners)	010-7470
Exhaust Shield-Protects 120 Degree Area	405-2120
Megaphone Body	027-7469
Headpipe Assembly	050-7469

CUSTOMER SERVICE

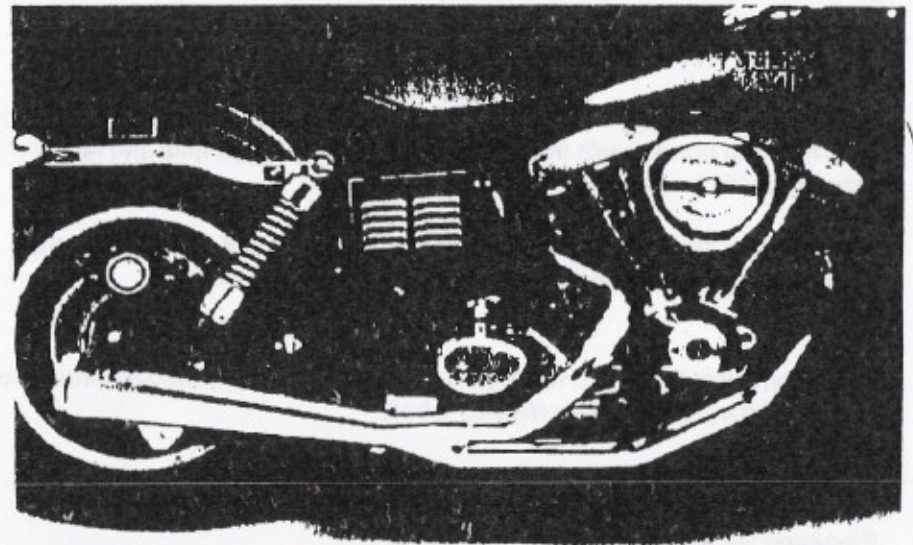
If you have any problems or questions, please call our technical support staff between 8:00 AM - 12:00 PM and 1:00 PM - 5:00 PM P Eastern Time, (216)265-8400 or fax (216)265-0130

SuperTrapp

**POLISHED STAINLESS
4" DISC 2:1 SYSTEM**

**HARLEY-DAVIDSON
FX SHOVELHEAD MODELS
*1971-1984**

**Part Numbers: 826-77470
(except 1982-84 Rubber Mounted Motor)**



*NOTE: 1971-72 models require late '72 and after kickstart arm. This system is designed to fit with stock cylinders. Stroked engines with spacer plates and /or taller cylinders may contact controls or other points.

SUPERTRAPP INDUSTRIES 4540 W 160 th Street, Cleveland, Ohio 44135

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 Chrome Disc Series is the culmination of hundreds of hours of street, track and dyno development. It will provide you with unmatched performance and lasting service.

SUPERTRAPP INSTALLATION

1. Remove old exhaust system.
2. Install tubular support mount (provided) onto frame bosses utilizing bolts (provided). Tighten securely. When installed properly the bracket will angle up slightly where the megaphone mounts. Check for clearance at the master cylinder.
3. Replace exhaust gaskets if necessary. **NOTE:** The single bolt design that retains the headpipes are prone to leakage even when new. It is **Highly** recommended that in addition to new gaskets, you use high temperature (red) silicone to help seal the area around the port. Simply spread some silicone around the base of the flange surface, install headpipes into ports and snug down bolts. **Do Not Tighten.**
4. Slide megaphone onto collector utilizing T-Bolt clamp (provided). Line up the mounting bracket with the rear support tube threaded hole and install mounting bolt (provided)
5. Install heat shield (provided) onto rear headpipe. It self-centers onto the correct portion of the bend. Tighten with hose clamps (provided).
6. Tighten in this order: (1) Headpipe flange nuts evenly. (2) Megaphone T-Bolt clamp. (3) megaphone body mounting bolt.
7. After system is tight, check for proper clearance between rear headpipe, transmission case, and rear brake pedal. If headpipes are touching motor, Breakage will occur. Adjust as necessary.

DISC AND END CAP INSTALLATION

Install Discs with their outlets pointing away from megaphone body. Apply a small amount of Hi-Temp Lube to each screw and tighten in a cross-pattern. It is essential that they are torqued evenly. Always use Hi-Temp Lube when installing or changing discs. Failure to use Hi-Temp lube could damage the system and void the warranty.

GENERAL TUNING

SuperTrapp exhaust systems are uniquely tunable. 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 6 to 8 discs. Using more than 8 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 18 to 30 discs depending on degree of engine modification.

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