

## ACCESSORIES

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 \_\_\_\_\_

|  |          |
|--|----------|
| Endcap Assembly with Nameplate and Rivets      | 305-3525 |
| 3 Bolt Open End Cap (Closed Course Comp. Only) | 304-3034 |
| High Temp Lube                                 | 090-2622 |
| Disc Pack (6 Discs)                            | 304-6506 |
| Disc Pack (12 Discs)                           | 304-6512 |
| Racing Core                                    | 300-2237 |
| Quiet Core                                     | 301-2217 |
| Silent Sport Packing-Racing                    | 300-3509 |
| Silent Sport Packing-Quiet                     | 301-3209 |

## 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® 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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**SUPERTRAPP®**

**IDS2™ Internal Disc Series**

# Honda XR650R

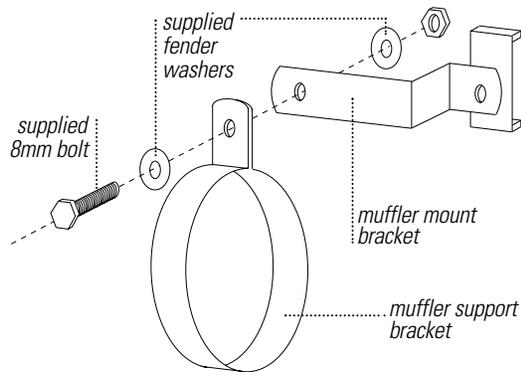
**613-3651 RACING SERIES**

## STOCK SYSTEM REMOVAL

1. Remove two bolts which hold plastic side panel onto frame (the panel which covers the exhaust system).
2. Loosen the pinch clamp between the header pipe and muffler/S-pipe assembly.
3. Remove the bolt which holds the muffler/S-pipe assembly to frame.
4. Remove bolt from muffler bracket at rear of frame.
5. Remove muffler/S-pipe assembly and pinch clamp from motorcycle.

FIGURE 1

### Muffler Mount Detail



## SUPERTRAPP® INSTALLATION

1. Slide T-bolt clamp over bulged/slotted end of S-pipe. Slide S-pipe onto header pipe.
2. Install the stock 8mm bolt and supplied flat washer through frame and into stand-off on S-pipe bracket. Do not tighten.
3. Install muffler to frame bracket at rear of frame with stock bolt in same location as stock system.
4. Slide T-bolt clamp over muffler inlet and slide muffler onto S-pipe. Do not tighten.
5. Slide body clamp over muffler with tab facing up.
6. Align muffler support bracket (tab facing up) with muffler mount bracket (see Figure 1). Install supplied 8mm bolt with fender washers on both sides of body clamp, and snug nylock nut.
7. Straighten assembly and align all parts. Tighten parts in the following order: S-bend stand-off, front clamp, body to S-bend clamp, muffler support bracket.
8. Re-install plastic side panel.

FIGURE 2

### Drilling the Retaining Pin



## 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 Figure 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, carefully countersink the hole for flush installation of the retaining pin (see Figure 3).
4. Drop retaining pin in the hole, slide clamp over retaining pin and tighten T-bolt clamp.

FIGURE 3



## END CAP & DISC INSTALLATION

Apply supplied Hi Temp Lube to threads of end cap screws. Insert screws through the end cap, then the disc with no center hole, followed by the disc stack. The disc outlets should point towards the end cap. Hold the silencer body horizontal, insert the entire assembly into the body using the supplied hex key inserted into one of the screws 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. Adding discs creates a larger exhaust outlet which reduces back pressure and increases sound level. Richer jetting will be required in this case to match air flow. Using fewer discs decreases the exhaust outlet, which increases back pressure and reduces sound level.

All SuperTrapps® are USFS 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.