

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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IDSX™ Internal Disc Series

Can-Am 800 Outlander XT

835-8800: IDSX MUFFLER WITH S-BEND

CAUTION! PLEASE READ BEFORE PROCEEDING

Failing to properly jet your quad will void any warranty on this product.

Re-jetting the carburetor is essential not only to improve performance, but also to ensure durability of your quad. Typically, an exhaust system that is less restrictive than stock will require richer carburetion. Many quads, especially ones manufactured after 1998, come from the factory with lean carburetion due to EPA regulations. Many aftermarket jet kits are available which allow you to properly tune your quad. Additionally, your OEM dealer may have jets that will work adequately for your application. Proper jetting is best performed by a qualified technician. Call your local dealer for recommendations on jetting changes for your quad.

END CAP INSTALLATION

1. See "Tuning" and "Disc Installation" instructions. Then continue to step (2).
2. Holding the body with the mounting brackets pointing up, install the end cap. The outlet should be pointing down.
3. Align the threaded holes in the cap with the holes in the body.
4. Install the ¼-20 button head screws and star lock washers supplied.

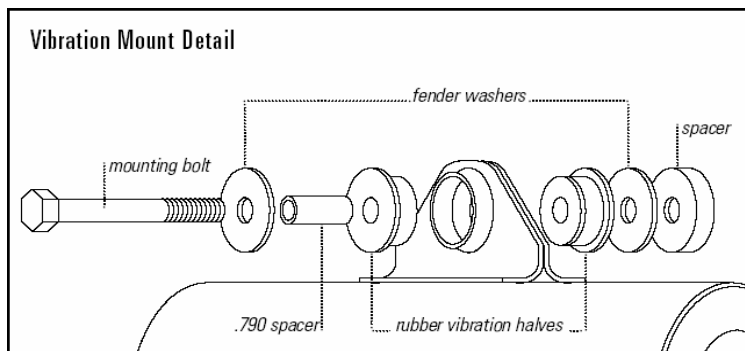
STOCK SYSTEM REMOVAL:

- 1) Remove body panels to access exhaust.
- 2) Remove heat shield at the rear of the stock head pipe, and remove springs.
- 3) Remove muffler assembly.
- 4) Remove the rear muffler mount from frame. This will not be used with new the system.

MUDSLINGER INSTALLATION:

- 1) Install the rubber grommets and .790" long spacers (supplied) in the mount brackets on the muffler. (See Figure 1)
- 2) Slide the T-bolt clamp (supplied) over the inlet of the MudSlinger muffler and slide the S-bend into the muffler inlet. **DO NOT TIGHTEN T-BOLT CLAMP.**
- 3) Put the muffler in place slipping the S-bend between the spring and frame and onto the head pipe.
- 4) Align the muffler mounts with the holes in the frame. Install the supplied bolts through the washers, muffler brackets, washers, 1/2" spacers and through the frame holes. (See Figure 1) Install a 5/16 flat washer and 8mm nut (supplied) on each bolt and tighten.
- 5) Align the S-bend making sure it clears the suspension, and install springs from the head pipe to the s-bend then tighten the t-bolt clamp.
- 6) Re-install head pipe heat shield and body panels

IMPORTANT: After a short ride, check and retighten all fasteners as necessary.



GENERAL TUNING GUIDE:

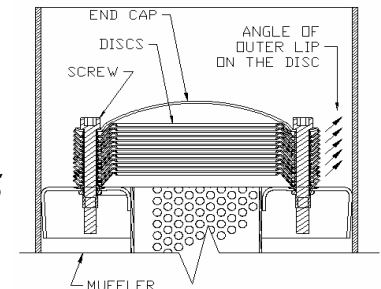
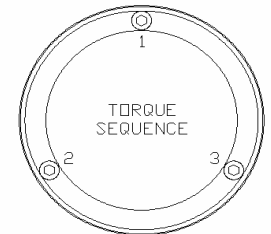
The following will give you a base to work with in understanding how your SuperTrapp functions in relationship to the following parameters: POWER, SOUND, and JETTING.

Your system was supplied with 12 diffuser discs. On this model, using 10 discs will work fine with stock jetting and air filter. We consider 9 discs the minimum to use; this will flow about the same amount of air as your stock system would in most cases. In many cases, using 11 or more discs will necessitate a jetting change.

Example: Let's say you start off with 9 discs and your quad 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 power band will go up. It's the opposite if you take discs out; (1) the exhaust tone will get quieter, (2) the motor will run richer (carburetion), and (3) the horsepower and power band will move down. 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 a role in determining correct jetting. As a rule, any increase in intake and/or exhaust flow will require an increase in fuel.

DISC INSTALLATION:

1. Stack the recommended amount of discs with the end cap together aligning the three screw holes. Orient the discs so the flat surface of the discs will be against the core with the outer lip angled away from the core. (SEE DIAGRAM)
2. Insert the (3) screws through the end cap and disc stack and apply the high temp lube, supplied, to the threaded end of each screw.
3. Insert the entire assembly into the muffler using the supplied T-handle hex key, inserted into one screw head, as a handle. Align the (3) screws with the threaded inserts in the core. (SEE DIAGRAM)
4. Tighten the screws evenly in a cross pattern, SEE DIAGRAM. Discs should be tightened to 15-25 in/lbs or once the screw head contacts the end cap tighten 2 full turns.



CLEANING & MAINTENANCE

The IDSX system is manufactured from stainless steel. Stainless steel is used for its high strength at high temperatures and resistance to corrosion. Before you run your new SuperTrapp IDSX 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 a relatively short time of running, the IDSX will begin to take on a gold tint. The coloration will be relatively even throughout the entire system. The hotter you get the system, the darker it will become. Due to the unique properties of stainless steel, the care of the IDSX is minimal. Although, do not hesitate to use soapy water and a soft cloth to clean the surfaces. Scratches and abrasions can be removed by lightly sanding around the circumference of the parts (not the length) with 600 grit wet/dry sandpaper. A fine Scotch-Brite pad can then be used to remove any heavier sanding marks and restore the original hand buffed finish.