



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 Kerker® 2:1 Exhaust System is the culmination of hundreds of hours of street, track and dyno-development. It will provide you with unmatched performance and lasting, trouble-free service.

SuperTrapp® Industries, Inc.

4540 W. 160th St. Cleveland, Ohio 44135 (216) 265-8400 fax. (216) 265-0130

e-mail. sales@supertrapp.com | www.supertrapp.com



Kerker® 2:1 SuperMeg Exhaust System

128-71470 230 WIDE TIRE

PRE-INSTALLATION NOTES

You *must* use the cone shaped cylinder to head pipe gaskets, stock Harley-Davidson® flanges and snap rings, available from your Harley-Davidson® dealer with this kit. *Do not* use the flat type gaskets with our headpipe.

SYSTEM INSTALLATION

1. Install muffler mount bracket to frame using supplied 3/8-16x bolts, flat washers and lock washers.
2. Re-use the stock flanges and flange retaining clips on the new headpipe. Use new cone style gaskets in the ports.
3. Mount the head pipe loose using the stock nuts.
4. Slip the T-bolts into the megaphone slot bracket, then the T-bolt clamp onto the megaphone inlet and slide onto the head pipe. Install flat washers & nylock nuts.
5. Tighten in the following order: Muffler to bracket nuts; T-bolt clamp; headpipe flange nuts.

HEATSHIELD INSTALLATION

1. Slide the hose clamps into the slots on the back of the shields. *Note:* orient the clamps to gain the easiest access to tighten them while in position on the headpipe. Usually they will tighten forward, but some models the front pipe they will tighten rearward. Do not tighten yet.
2. The collector shield must connect with the F & R shield clips. Line up the shields at the collector junction and tighten the rear pipe shield first, then the collector shield clamp. Adjust as needed to minimize the gap at the collector joint.
3. Re check all hardware after the first couple of rides, then at each service.