

## ACCESSORIES & REPLACEMENT PARTS

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 (Silent Sport Packing included)	300-2237
Quiet Core (Silent Sport Packing included)	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® IDS™ Quiet Series and Racing Series are absolutely the best bolt-on performance items available. They will provide years of trouble-free service.*

SuperTrapp® Industries, Inc.

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003-9520 12.06.01



IDS2™ Internal Disc Series

# KTM 400/520 SX/MXC/EXC

**613-9520 RACING SERIES**

## STOCK SYSTEM REMOVAL

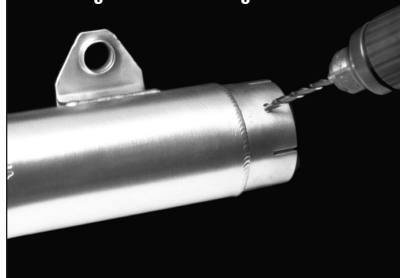
- 1 Put bike on stand. Remove right side number plate.
- 2 Remove the (2) springs holding the silencer assembly to the headpipe.
- 3 Remove the (2) bolts holding the silencer assembly to the sub-frame and remove the stock silencer.

## SUPERTRAPP® INSTALLATION

- 1 Install the new S-bend over the outlet end of the stock head pipe. Use the (2) new retainer springs, supplied in the hardware kit, to fasten in place.
- 2 Slide the new T-bolt clamp over the inlet end of the silencer and install silencer over the outlet of the S-bend. (The body mount bracket should be up.)
- 3 Install the rubber bushings and spacer into the body mount bracket and bolt to the stock mounting position.
- 4 Align and tighten all connections and mounting hardware. Re-install the number plate in the stock position.

FIG 1

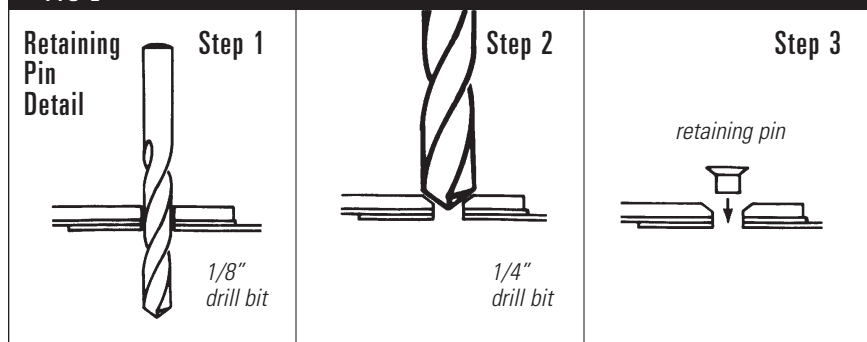
### Drilling the Retaining Pin



## 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 Fig.1). **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 counter sink the hole for flush installation of the retaining pin (see Fig 2).
- 4 Drop retaining pin in the hole, slide clamp over retaining pin and tighten T-bolt clamp.

FIG 2



## END CAP & DISC INSTALLATION

Install the disks with their outlets pointing towards the end cap. To ease installation, first insert three screws (coat the threads with supplied high temp lube) through the endcap and disc stack. The blank disc (with no center hole) should be placed on the disc stack last (on the end closest to the exhaust opening). While holding the silencer body horizontal, insert the entire assembly into the body using the supplied T-handle hex key inserted into one of the screw heads 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 SuperTrapp® mufflers 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 Closed End Cap described above) to provide a range of tuneability. Additional discs are available in 6 or 12 packs.

## QUIET SERIES VERSUS RACING SERIES

The Quiet Series is designed to achieve significant increases while retaining near stock noise levels. For stock and mildly modified engines, the quiet series will offer the same performance advantage as the Racing Series but with significantly lower sound.

The Racing Series is designed for Closed-Course-Competition only. It will not meet the necessary sound regulations for street or trail use. Replacement cores are available to convert from Racing to Quiet or Quiet to Racing Series.

## QUIET SERIES TUNING

The Quiet Series combines an efficient reverse flow core with the tuneable diffuser disc outlet. For stock engines and jetting, 6 to 8 discs is ideal. Unlike the Racing Series, the core itself does provide some back pressure that can not be eliminated simply by adding discs. For this reason, 10 to 12 discs is the practical maximum that should be used. In other words, adding more discs will not reduce the overall back pressure further. **Important:** On quiet series mufflers, when using 10 discs or less, use the 8/32" x 1 1/4" fastener (provided). Using the 8/32" x 2" fastener with 10 discs or less will bottom out on the core.

## 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. Eight to ten discs will work best on a stock engine with stock jetting.