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Performance Motorcycle Exhaust

502N-31-32 Fat Cat

1995-2008 Harley Touring Bikes

Instructions for 2007-2008 Harley Touring Bikes

1. Remove main power fuse.
2. It is necessary to disconnect the plug to each O2 sensor before removing the stock head pipes.
3. Remove stock head pipes and tranny bracket.
4. Remove O2 sensors from front and rear, apply small amount of Anti-Seize to the threads of the O2 sensor before installing into the D&D Headpipe. Warning DO NOT get Anti-Seize on the O2 sensor probe this might cause the ECM to receive a false reading.
5. Install new tranny bracket included with your D&D system. Do not tighten only snug so you will have movement in the bracket.
6. Use anti-seize on exhaust head studs. Install exhaust gaskets need to use SE exhaust gaskets from the Harley Shop. Some systems come with exhaust gaskets so use the one we sent with the system.
7. Install D&D head pipe, hand snug head pipe flange nuts into place.
8. Install Muffler with supplied hardware included with D&D system leave loose.
9. Tighten hardware (to factory specifications) starting at the heads and working your way to the rear of the bike. Tighten the tranny bracket last. Muffler clamp is to be tightened to 150 inch lbs. Check alignment as you go.
10. Reconnect O2 sensors.
11. Install main fuse.
12. Start motorcycle and check for leaks.



1- Trans Bracket



Muffler Bolts and Spacers



2- W 1/2 OD Round 5/8 ID 3/8

2- 5/16 Lock Washer

2- 5/16 Flat Washer

2- 5/16 – 18X1 1/4 Hex Bolt



Bolt to mount header to Trans bracket

1- 5/16 Flange Nut & Flat Washer & Lock Washer
and 5/16 – 18x1 Hex Bolt



Floorboard Spacers and Bolt

2- W 1/4 OD Round 7/8 ID 1/2

2- 1/2x13x11/4 SOC Head Bolt

Installation Notes

1. Torque for the muffler clamp to the collector is 125 inch lbs. to 150 inch lbs. This torque is critical to insure the muffler stays in place. Use a torque wrench.
2. If you are not going to use the O2 sensors in these header pipes, remove the plugs from the header pipe and clean off the anti-seize. Use red Loctite and reinstall to prevent them from falling out.
3. You must use a Fuel management system with this product.
4. We use the Harley SE Race tuner from Harley Davidson in all our testing.

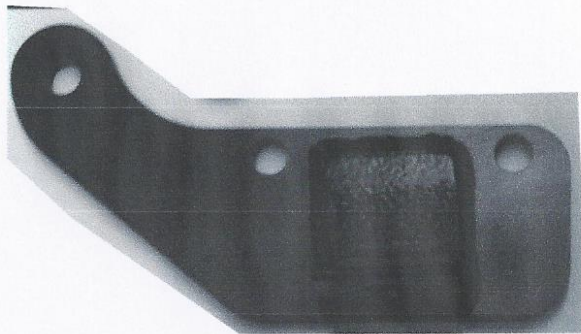
Notice:

D&D Performance Exhaust systems are designed for close course racing applications only. Not for use on pollution controlled vehicles.

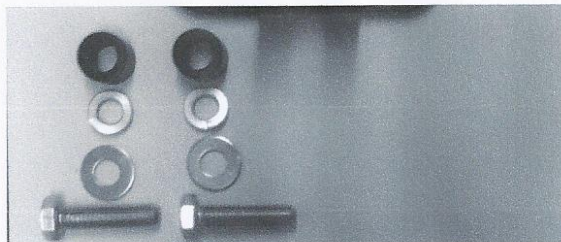
Due to slight differences in the rear mounting the use of additional spacers and bolts may be required. Check for proper alignment; install pipes without bolting up the rear mounts. Step to the rear of the bike and raise or lower until it is visually aligned. Then determine if additional spaces are need. Install spacers and bolts as necessary. Some systems NOT ALL system come with spacers and bolts to install the system, on some systems you may have to get your own spacers or bolts to finish installing the system.

Instructions for 1995-2006 Harley Touring Bikes

1. Remove main power fuse.
2. It is necessary to disconnect the plug to each O2 sensor before removing the stock head pipes.
3. Remove stock head pipes and tranny bracket.
4. Remove O2 sensors from front and rear, apply small amount of Anti-Seize to the threads of the O2 sensor before installing into the D&D Headpipe. Warning DO NOT get Anti-Seize on the O2 sensor probe this might cause the ECM to receive a false reading.
5. Install new tranny bracket included with your D&D system. Do not tighten only snug so you will have movement in the bracket.
6. Use anti-seize on exhaust head studs. Install exhaust gaskets need to use SE exhaust gaskets from the Harley Shop. Some systems come with exhaust gaskets so use the one we sent with the system.
7. Install D&D head pipe, hand snug head pipe flange nuts into place.
8. Install Muffler with supplied hardware included with D&D system leave loose.
9. Tighten hardware (to factory specifications) starting at the heads and working your way to the rear of the bike. Tighten the tranny bracket last. Muffler clamp is to be tightened to 150 inch lbs. Check alignment as you go.
10. Reconnect O2 sensors.
11. Install main fuse.
12. Start motorcycle and check for leaks.



1- Trans Bracket



Muffler Bolts and Spacers



2- W ½ OD Round 5/8 ID 3/8

2- 5/16 Lock Washer

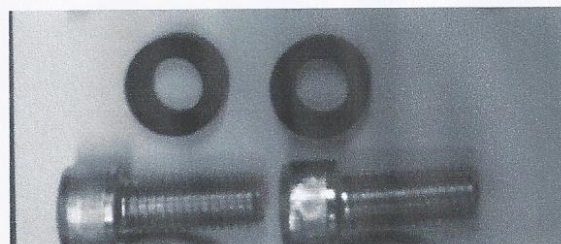
2- 5/16 Flat Washer

2- 5/16 – 18X1 ¼ Hex Bolt



Bolt to mount header to Trans bracket

1- 5/16 Flange Nut & Flat Washer & Lock Washer
and 5/16 – 18x1 Hex Bolt



Floorboard Spacers and Bolt

2- W ¼ OD Round 7/8 ID ½

2- 1/2x13x11/4 SOC Head Bolt

Installation Notes

13. Torque for the muffler clamp to the collector is 125 inch lbs. to 150 inch lbs. This torque is critical to insure the muffler stays in place. Use a torque wrench.
14. If you are not going to use the O2 sensors in these header pipes, remove the plugs from the header pipe and clean off the anti-seize. Use red Loctite and reinstall to prevent them from falling out.
15. You must use a Fuel management system with this product.
16. We use the Harley SE Race tuner from Harley Davidson in all our testing.

ONE YEAR CONDITIONAL WARRANTY

D&D Performance Enterprises Inc. backs this, and all, D&D products with a One Year Conditional Warranty under the following conditions:

- ✓ Warranty period starts at date of purchase by end-user
- ✓ The system must have been installed using the installation Instructions provided with system
- ✓ The system must not be crash-damaged; the silencer (Muffler) bracket must not have been moved; the system must not have been misused or improperly maintained
- ✓ Warranty does not cover carbon fiber discoloration, or rust
- ✓ All warranty claims must be directly to D&D Performance Enterprises Inc. by first calling warranty department for authorization and instructions on what to do to get an RMA number. 817-834-8961
- ✓ All Warranty Claims must be accompanied by a purchase receipt; NO EXCEPTIONS will be made

Warranty on Chrome

We take every step and precaution to produce a perfect Chrome Finish. All of our Exhaust Systems are hand polished double nickel and chrome plated. However, consistent perfect Chrome finishes are not possible without two or three hand polish copper base layers. While this may sound good it is the cost prohibitive to the point of the double the price or more.

In the real world, if you ride your Bike, all of this would be lost in a couple of weeks and you would be out several hundred Dollars for nothing.

All of our systems are inspected to meet our criteria as follows

- ✓ Visual inspection from the aspect of the system installed on the bike. Imperfections that are visible at a few inches under a fluorescent lighting disappear when standing next to your bike.
- ✓ Specks and scratches on the bottom, inside, or anywhere they do not show are disregarded.
- ✓ Peeling chrome on a new system is a defect and is rejected.
- ✓ Discoloration on a new system in a visible area is rejected.

It is always possible for a projectable defect to slip through inspection process. We apologize if this happened to you. Please follow these steps in order for us to process your warranty claim. Be aware that peeling chrome or a mechanical failure are the only qualifying defects after a system has been installed.

- ✓ Call or email for a RMA number and put this number on the box when returned.
- ✓ Circle the defect area with a felt tip marker.
- ✓ Package the system carefully, if it incurs shipping damage we will not be able to make a fair determination of your warranty claim.
- ✓ Only peeling chrome or a mechanical failure will qualify for warranty after the system has been installed.

You may experience some discoloration during the break-in period of your chrome. It is important to remove it with a good metal polish (Semi-chrome is one) as soon as possible until the chrome is seasoned and the discoloration no longer appears. Other reasons for discoloration are improper tuning and this WILL NOT be covered under warranty.

INSTALLATION INSTRUCTIONS FOR FULL SYSTEMS

NOTE: This is a performance exhaust system that is designed for a close fit on a sportbike. Check exhaust system for clearance before starting the engine. We are not responsible for burned body panels. If you are an individual with no experience in this type of installation we recommend having a dealer install this product.

1. Check the packaging to make sure you have the proper system for your motorcycle.
2. Read the instructions carefully before beginning the installation.
3. Remove the stock exhaust system. Inspect and replace all fasteners and copper crush washers as necessary. [Copper crush washers are a one use part]
4. Inspect the exhaust system off the bike. During installation all joints must be pushed into each other until they meet their stop or flange. The system will not fit the bike if it is not pushed together fully. Mount all clamps so they are accessible for tightening or removal.
5. Install the headpipes to the cylinder loosely. Push the tailpipe into the headpipes completely. Install the silencer by pushing it onto the tailpipe as far as it will go. Bolt the silencer onto the hanger or footpeg bracket loosely. Do not tighten any bolts or clamps until the system is hung from both ends [footpeg & cylinder head].
6. Tighten the silencer mount first. Then work your way towards the front of the system by first checking for clearance between the pipe and the motor and the body panels, then you tighten the clamps or bolts. All clamps must be tightened at 12 o'clock and at 6 o'clock to prevent leaks at joints. By tightening the clamps in more than one spot you assure the pipes seal around each other properly. There is about a half inch of play at every joint in the system which allows for installation clearance. Do not tighten the headpipes first and expect the system to fit. THE INSTALLATION TIGHTENING SEQUENCE IS BACK TO FRONT.
7. Make a final inspection for clearance to body panels before starting the engine.

JETTING

D&D exhaust systems are designed to maximize your motorcycle's torque and horsepower, using the stock air box carburetors and jetting. However some models will benefit in varying degrees from some jetting modification. If jetting is required, we recommend you call Factory Pro Tuning at 1-800-869-0497.

CARE OF YOUR SYSTEM

- Black systems can be repainted using Krylon Brand 1200 degree high temp flat black spray paint.
 - Show & Go Chrome systems can be polished using any quality chrome polish such as Mother's Mag Polish. Rust in rock dings and pits can be polished out.
 - Ceramic Coated systems can be polished using Mother's Mag Polish or similar product to remove rust in rock dings and pits. Ceramic coating is not warranted against rust [surface oxidation] if the part is not kept clean. Most oxidation is only on the surface of the coating and will polish off while leaving the coating intact. If the salt or road film is left on the pipe long enough it will violate the coating and ruin it.
 - Aluminum silencers can be polished on a cloth buffing wheel using jewelers rouge.
 - Carbon Fiber may discolor with age from UV light. The outer dye layer may be renewed with application of a high quality silicone. Carbon Fiber is not warranted against discoloration.
- Disclaimer-** parts are not warranted if not installed correctly, crash damaged, the silencer bracket is moved, the part is misused or not maintained. Rust is not covered by warranty - you must keep your system polished and free of road film.