

# 526-31-32 04-05 Dyna Boarzilla

526-31F	Dyna Boarzilla	04-05	2:1 Black Perforated baffle
526-31FQ	Dyna Boarzilla	04-05	2:1 Black Perforated wrapped baffle
526-32F	Dyna Boarzilla	04-05	2:1 Chrome Perforated baffle
526-32FQ	Dyna Boarzilla	04-05	2:1 chrome Perforated wrapped baffle

8- 3/8 Lock Washers



2- 3/8 Flat Washers

2- 3/8 Flange Nuts



2-  $\frac{3}{4}$  OD  $\frac{1}{2}$  ID  $\frac{1}{4}$  Thick Spacer

2- Exhaust Gaskets



1-  $\frac{5}{16}$  1  $\frac{1}{4}$  Soc Bolt

1-  $\frac{5}{16}$  1" Soc Bolt

1-  $\frac{5}{16}$  20x1  $\frac{1}{4}$  Soc Bolt



2-  $\frac{3}{8}$ x $\frac{3}{4}$  Hex Head Bolt

2-  $\frac{3}{8}$ x1 Hex Head Bolt



1- Bracket



## **D&D Performance Enterprises**

### **CRITICAL INSTALLATION NOTES:**

- 1) Torque for the muffler clamp to the collector is 150 in lbs or 12.5 ft 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 head pipes, remove the plugs from the head pipe and clean off the anti seize. Use red lock tight and reinstall to prevent them from falling out.

## **Dyna Boarzilla Special Instructions**

The ¼ inch spacers included in the bolt kit are to mount the Boarzilla to bikes using stock cylinder heights. The spacers are to be installed on the bottom side of the stock front bracket and D & D transmission bracket. When the Boarzilla is used on taller big bore cylinder sets the spacers are to be left out.

If you have any questions, please call the D & D Tech Line at (817) 834-0996.

## 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.

**D&D PERFORMANCE ENTERPRISES INC.**

2923 Edith Lane  
Fort Worth, TX 76117

## **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 this system.
- The system must not be crash-damaged; the silencer 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 made directly to D&D Performance Enterprises Inc. by first calling our tech line (817) 834-0996 for authorization and instructions.
- All warranty claims must be accompanied by a purchase receipt; no exceptions will be made.



**D&D Performance Enterprises**  
**2923 Edith Lane**  
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**Phone (817) 834-0996**  
**e-mail danddexhaust@email.msn.com**  
**FAX (817) 831-4260**

## **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 polished copper base layers. While this may sound good it is cost prohibitive to the point of 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 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 is a defect and is rejected.
- Discoloration in a visible area is rejected.

It is always possible for a rejectable defect to slip through inspection. We apologize if this has 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

1. Call or email for a RMA number; must be on carton.
2. Circle the defect with felt tip marker.
3. Package the System carefully; if it incurs shipping damage we will not be able to make a fair determination of your warranty claim.
4. Only peeling chrome or a mechanical failure will qualify for warranty after a 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 LIKE  
“SEMICHROME” AS SOON AS POSSIBLE  
UNTIL THE CHROME IS SEASONED  
AND THE DISCOLORATION NO LONGER  
APPEARS.**

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