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## 2-Stroke Silencer Installation

Thank you for purchasing an FMF silencer for your ride. We have spent countless hours of R & D and testing to ensure you receive the highest quality product on the market today.

All FMF's products are developed using the most current design and manufacturing technologies available. We use only the highest quality materials for function and durability. The Hi-Flo modular endcap and front stinger are fitted for unbeatable durability and we utilize advanced multi stage packing material.

FMF silencers are specifically engineered to enhance the power output of your 2-stroke with substantial weight savings. Bolt on FMF performance and FEEL THE POWER!

**Check out our website at [www.fmfracing.com](http://www.fmfracing.com) for more information.**

### ATTENTION

This product is designed for closed course use only unless otherwise stated and not intended to meet emission regulations for use on public lands, roads, or access routes - consult with local jurisdictions.

**Please read all instructions thoroughly before installation.** Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage.

Before you begin installing this product, be sure you are wearing **eye protection** and gloves. You should have a complete understanding of how to remove and replace your stock exhaust. Otherwise you should have it installed by a professional mechanic. Keep all OEM parts when removing your stock exhaust as some parts may be necessary to install the FMF exhaust depending on your particular application.

### TOOLS REQUIRED

8mm Wrench	Contact Cleaner
10mm Wrench	High Temp Silicone
12mm Wrench	WD-40®
Standard Screwdriver	

### REMOVAL

*OEM = Original Equipment Manufacturer*

1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove plastic side panel piece to gain access to the muffler.
3. If your silencer is connected to the pipe with springs, remove them at this time using a spring puller tool.
4. While holding the silencer, loosen and remove the OEM mounting bolt(s).
5. Gently slide the silencer rearward to release it from the stinger. Spray WD-40 into the stinger/silencer junction if it is difficult to remove.

### PRE-INSTALLATION

6. Using a standard screwdriver, remove the OEM rubber bushings from the silencer and install them in the FMF silencer, if applicable.
7. Slightly loosen the mounts securing the pipe to the frame. **\*We recommend loosening the pipe when installing a new silencer to insure proper fit and alignment.\***
8. Using contact cleaner, clean the pipe to silencer junction on the pipe and lightly coat with a bead of High Temp Silicone for an improved seal. **\*Install the OEM pipe coupler, if applicable, at the pipe to silencer junction.\***

## **INSTALLATION**

9. With clean hands, gently slide the FMF silencer onto the pipe. Wipe away any excess silicone.
10. Install using the stock OEM hardware if applicable. Do not fully tighten at this time.
11. Make sure the silencer and pipe are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to OEM specified torque specs, starting from the front and working your way back.
12. Inspect the complete exhaust to make sure there is no contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust port and mounting points. Confirm all controls operate in accordance with OEM specifications.

## **POST-INSTALLATION**

13. We recommend using High Temp Silicone for an improved seal. Please follow instructions for the Silicone and allow sufficient time to dry before starting the engine.
14. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up Jet kit for optimum performance on applicable models. Our jetting recommendations are to be used as a guide only and were developed based on operation at sea-level at 70 degree ambient air temperature. There are too many variables outside of FMF's control to give you an exact configuration. If you're not able to tune the carburetor yourself, please find a mechanic in your area who is capable to take on this role. Refer to our website for more jetting information.
15. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
16. Let engine cool completely and re-torque all mounting hardware to OEM specifications.

## **MAINTENANCE**

To clean your FMF silencer, allow to cool and use mild soap and water. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Mild soap and water are recommended on the canister to prevent streaking and uneven discoloration.

We recommend repacking your FMF silencer after every 10-12 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your silencer if water enters into the chamber. We have various packing materials to choose from.

To repack the silencer, remove the allen screws from the front of the silencer using an allen wrench. Do not remove the rear endcap. Gently slide out the front mid pipe from the silencer canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the silencer. Unwrap the packing from the core and discard. Wrap the core with new FMF 2-stroke packing and secure with a strip of 1/2" masking tape. Do not pack too tightly, as this will hamper performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of High Temp Silicone on the front endcap where the canister slips over. Slide inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Wipe off any excess silicone. Re-install the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister.

DISCLAIMER: All products manufactured and/or distributed by FMF Racing are a) intended for use on stock vehicles specific to the U.S. market; b) for closed course use only unless otherwise stated and c) not intended to meet emission regulations for use on public lands, roads or access routes – consult with local jurisdictions. FMF Racing makes no claims as to the products applicability, effectiveness or fitment on modified machines. FMF Racing is the sole determiner of abuse, misuse, installation errors and modifications. We assume no liability for any errors in listings, specifications, part numbers, prices or model applications. We reserve the right to change specifications, product descriptions, product quality, pricing and application at any time without notice and without further obligation. Buyer assumes all risk for any and all damage caused to themselves, a third party and/or property by virtue of failure of these products. By installing and/or using an FMF product, you hereby accept and understand these stated terms and conditions and have followed all instructional steps.