



18033 S. Santa Fe Ave.
Rancho Dominguez, CA 90221-5514
PH: 310-631-4363
FX: 310-900-5699
www.fmfracing.com
[09-05 / #000566]

Kawasaki KLX250/300

Q2™ Installation

Thank you for purchasing FMF's Q2™ muffler for your **Kawasaki KLX250/300**. We have spent countless hours of R & D and testing to insure 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 Q2™ muffler is constructed of an extruded aluminum canister with a stainless steel mandrel bent mid-pipe. Hi-Flo modular endcaps are fitted to both ends and we utilize advanced 3-stage sound absorption packing material.

The Q2™ muffler is specifically engineered to accelerate exhaust flow with less noise and minimal power loss. Bolt on FMF performance and FEEL THE POWER!

Check out our website at www.fmfracing.com for more information.

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.

PARTS SUPPLIED

(1) Q2 Muffler	
(1) Short Strap Bracket	940324
(1) Strap Bracket Rubber Sleeve	900446
(1) 8mm x 45mm Bolt	920200
(1) Aluminum Spacer	940063

TOOLS REQUIRED

8mm Wrench	WD-40®
10mm Wrench	
12mm Wrench	
Vise Grip Pliers	
Contact Cleaner	
High Temp Silicone	

REMOVAL

OEM = Original Equipment Manufacturer

1. Make sure the bike is completely cool prior to installation and the bike is in a secure position.
2. Remove the right plastic side panel to gain access to the muffler.
3. Loosen the OEM band clamp at the front of the muffler.
4. Loosen and remove the front OEM muffler bolt. Keep for later use.
5. While supporting the muffler, loosen and remove the rear OEM muffler bolt.
6. Gently slide the muffler rearward to release it from the header. Spray WD-40 on the joint if it is difficult to remove.

PRE-INSTALLATION

7. Install the rubber sleeves onto the strap brackets so that the rubber is facing inward. make sure the outer lip is over the bracket edge fully. No rubber should be in the area where the bracket tabs pinch together.
8. Using contact cleaner, clean the section of the header where the mid-pipe slips over then lightly coat with a bead of High Temp Silicone for an improved seal.

INSTALLATION

9. With clean hands, gently slide the FMF muffler onto the header. Positioned correctly, the FMF logos should be at the 3 & 9 o'clock position when looking from the rear. Wipe away any excess silicone.
10. Using the existing OEM bolt, attach the exhaust to the front lower mount. Do not fully tighten at this time.
11. Slide the strap bracket carefully over the muffler and position it to the rear upper mounting point. Be careful not to scratch the aluminum canister and make sure the "inside" sticker on the bracket is towards the subframe.
12. Using vise grip pliers, pinch the strap bracket tabs together and attach using the supplied 8mm x 45mm bolt with the aluminum spacer between the subframe and the strap bracket. Do not fully tighten at this time.
13. Slowly tighten all mounting fasteners and clamps to OEM specified torque specs, starting from the header and working back. Make sure the header and muffler are in neutral positions and not binding.
14. Re-install the plastic side panel and any other necessary components.
15. Inspect the complete exhaust to make sure the exhaust system is not in contact with the frame, shock spring, wheel, 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 the manufacturer's specifications.

POST-INSTALLATION

16. 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.
17. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up Jet kit for optimum performance. 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 capable of tuning 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.
18. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
19. Let engine cool completely and re-torque all mounting hardware to the manufacturers specifications.

MAINTENANCE

To clean your FMF muffler, 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 works great on the muffler canister to prevent streaking and uneven discoloration.

We recommend repacking your FMF muffler after every 20-30 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 muffler if water enters into the chamber. We have various packing materials to choose from. We also recommend cleaning the spark arrestor screen (if equipped) gently using a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler using an allen wrench. Do not remove the rear endcap. Gently slide out the front mid pipe from the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. Clean core with a wire brush then wrap the core with new 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 aluminum 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.