

LSR 2-1 Install M8 Softail: FXLRST (& Other Mid Peg Models)



Note: Unclip the front and rear O2 Sensors before you remove the OEM exhaust. Do not twist the sensor wires

Tools: Applies to installation,... assuming you have removed the OEM exhaust

- 1/4" Tee Allen wrench (to install new foot peg screws)
 - 5/32" Allen wrenches (to remove plastic side cover)
 - #40 Torx (to remove the two foot peg screws)
 - #27 Torx (front oil cooler three places)
 - 9/16" box socket wrench (for 1" 3/8 x 16 bolt for bag mount)
 - 1/2" box socket wrench (for bag mount OEM bolt)
 - 1/4" ratchet (four exhaust nuts)
 - 1/4" drive extension 6" or 7" long (all four exhaust nuts)
 - 1/4" x 3/8 six point drive socket six-point (exhaust nuts)
 - 1/4" universal joint (for inside front exhaust nut)
 - 3/8" ratchet
 - 3/8" x 7/32" Allen Socket (for two bracket 3/8" x 16 button head cap screws)
 - 3/8" x 1/2" six point socket (bag support bolt)
 - 3/8" x 9/16" six point socket (for 1" 3/8 x 16 bolt for bag mount)
 - Snap-On Snap Ring Tool SRP5A or SRP5B (cir clips for exhaust flanges)
 - 17mm wrench for O2 sensor removal (after un-clipped from harness plug). Do not twist wires!
- Rubber Mallet to final seat front pipe in slip joint (depth 1.750" to 1.875")
Rags and Frog Tape to protect bike from scratches.
Blue Loctite (for two foot peg bracket Torx bolts & two pipe bracket Allen Head Screws)

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Remove plastic side cover with 5/32" Allen to prevent scratching it.

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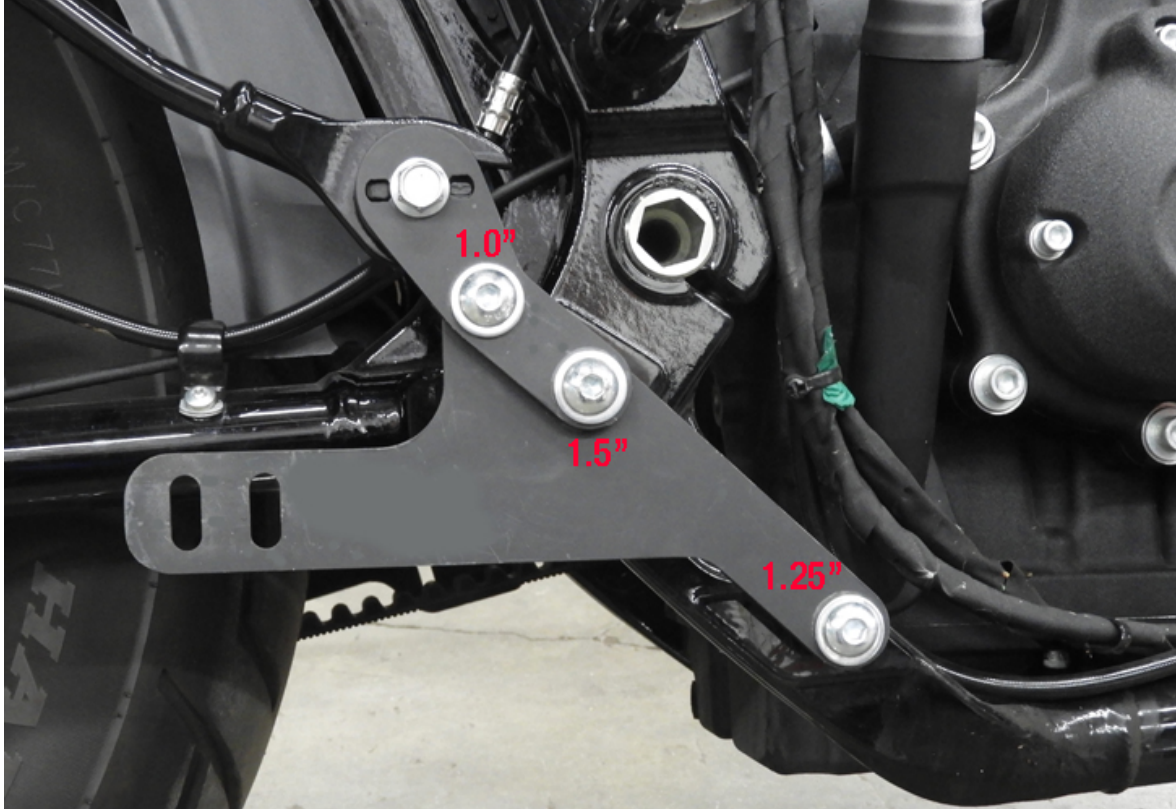


Remove outer side cover and smaller plastic cover underneath

Remove two peg mount screws (#40 Torx) to allow easier installation of the LSR 2-1 exhaust and lastly the front heat shield.

Do not loosen or remove brake reservoir #40 Torx screw.

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Frame to Exhaust Bracket:

Upper Button Head 1": 7/32" Allen, Flat washer to outside; Lock washer and hex nut behind

Middle Button Head 1 1/2": 7/32" Allen, Flat washer to outside. 1/2" spacer behind. Blue Loctite.

Bottom Button Head 1 1/4": 7/32" Allen, Flat Washer to outside. 1/2" spacer behind. Blue Loctite.
Install OEM Bag Mount as shown. 1/2" wrench.

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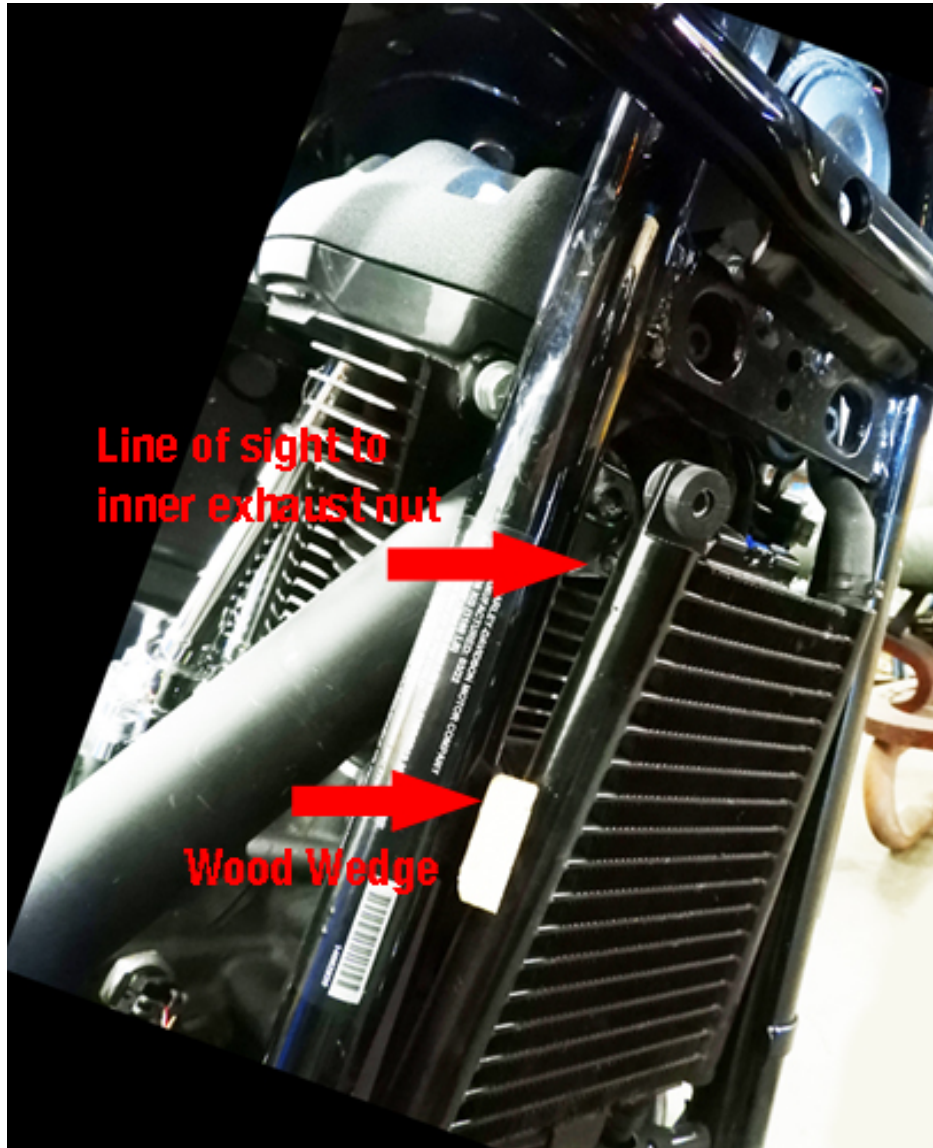
Remove oil cooler shroud



Top edge slots into place...(1) Black #27 Torx holds shroud.

Remove three plated #27 Torx that bolt cooler and voltage regulator into place. Large washer is upper bolt.

Oil cooler is mounted in rubber isolators. The oil lines are tight.



Gently lift cooler up a bit and wedge a piece of wood to have access to the inner front exhaust stud.

Oil Cooler loosening to allow line of sight access to inner front exhaust flange nut.

Wedge a piece of wood to allow access to inner front cylinder exhaust flange nut

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Use 1/4" ratchet, 6" extension, universal 1/4" joint, and 3/8" hex socket to tighten nut.

Final Installation of the LSR 2-1. Sort of an IQ Test.

Pry out F/R OEM exhaust gaskets. Toss. Only use the Billet Aluminum Gaskets

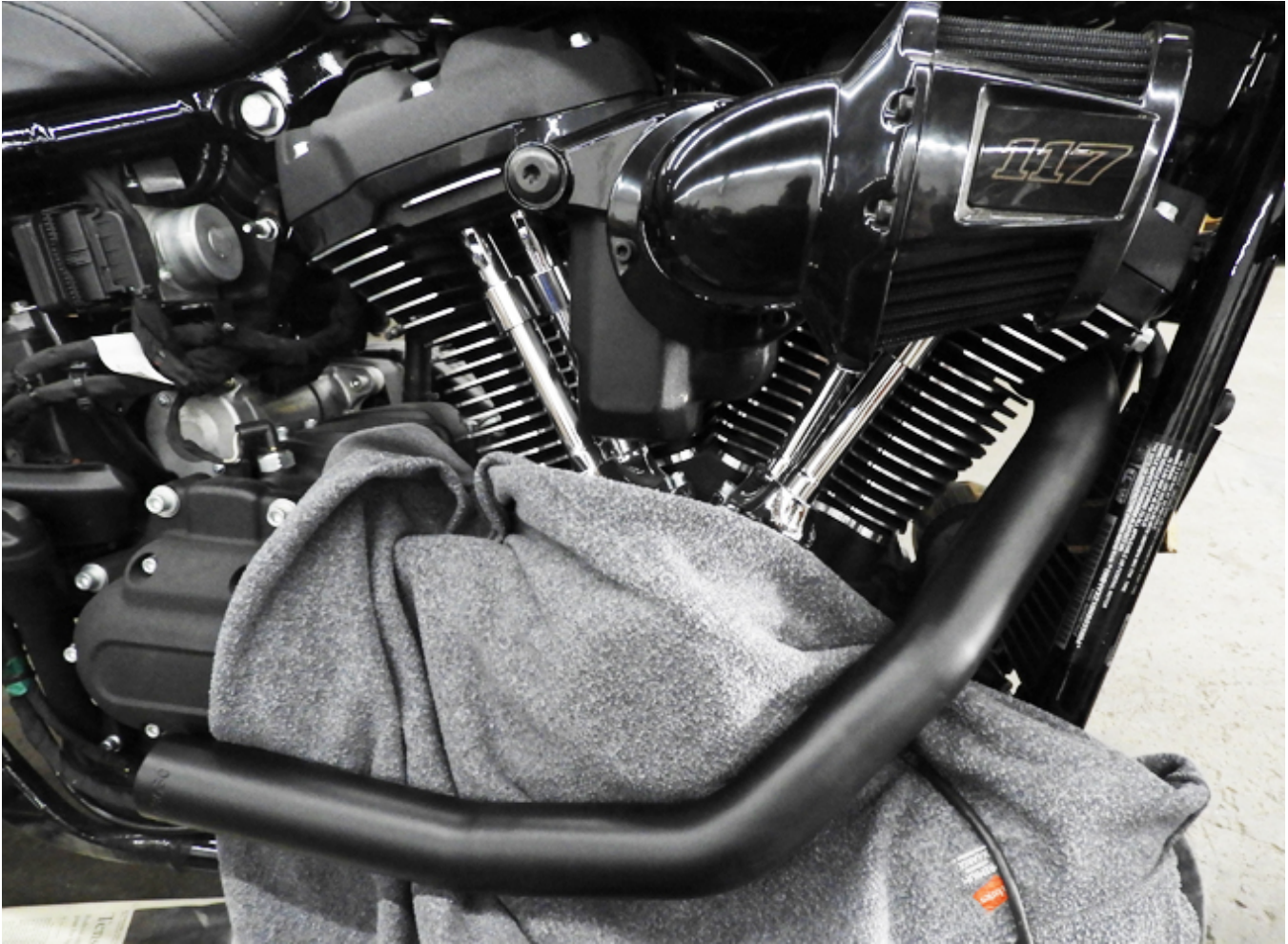
Put flanges and clips on the front and rear LSR 2-1 primary tubes

Install the O2 sensors (17mm) in the front and rear primaries **before** you install the exhaust.



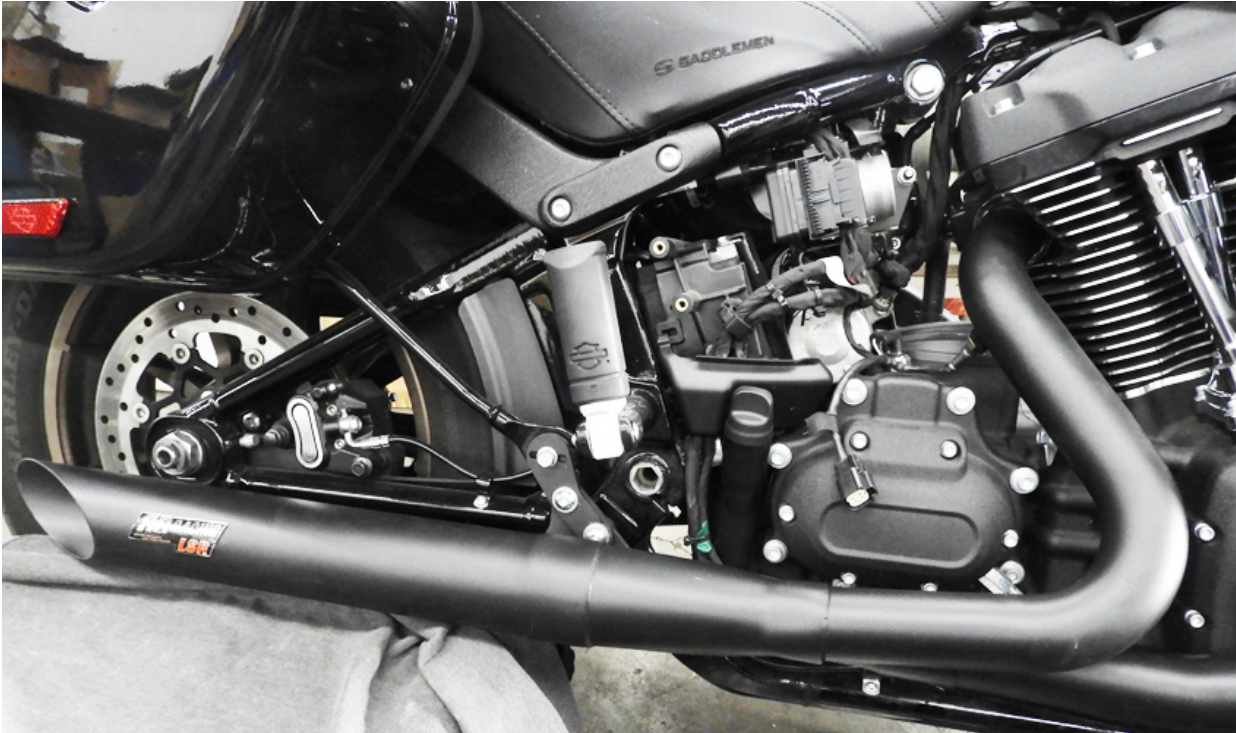
Use a coat of high temp black silicone (Permatex Ultra Black) to hold the billet exhaust gaskets to the front and rear primary tubes. Wipe off goo and let set for awhile so they do not slip off.

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Install front pipe first using only the outer flange nut...only install the nut so pipe and billet gasket stay in the port. Do not tighten. Do not install the second nut at this time.

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Use milk crate etc and a towel to support the rear section loosely. Front pipe still very loose held by only the outside flange nut.

Taking the LSR 2-1 tail section and rear exhaust tube and work the rear up near the exhaust port. Loosen fasten to hold in place the two nuts provided.

Start the front pipe into the rear section slip joint. Seat the rear pipe with billet gasket into the exhaust port working the front pipe fully into the slip. Start the two rear flange nuts but do not tighten them.

Slip the two 5/16" x 18 x 1" bolts into the slotted bracket on the tail section and work them into and through the slots in the rear bracket. Use two lock washers and two hex nuts to lightly secure both. Do not tighten. Bolts may be longer on Pro Stock Systems with an additional spacer.

Sneak up to tighten lightly on the six nuts: Four exhaust and two on the bracket. Fully seat front primary into slip joint with a rubber mallet. 1.750" to 1.875. "Nothing should be in tension before all six nuts are fully tightened. When pipe is fully installed including the heat shields reinstall the foot peg mount.

Blue Loctite the two Torx foot peg bolts.
Don't forget to re-connect the O2 sensors.
Yada Yada Yada. Everything in reverse.

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