

## M8 Dresser General Instructions

There is a specific sequence for installing these and it generally takes two people, one of whom is there to help support the pipe and put in the two rear bag mount exhaust support bolts at the appropriate time.

Tools: 1/2" wrench or socket. Rubber Mallet. 3/8" open end wrench. 1/4 drive ratchet, 1/4 extension and 1/4 drive 3/8" six point deep socket. 5/16" nut driver or socket (shield clamps). 5/16" Allen socket on an extension for the floorboards, 1/4" Allen for transmission bolts (3), 3/16" Allen for clutch actuator cover. Split ring expander to mount the flanges and clips to the LSR venturis (exhaust port). 14mm O2 removal.

1. Plan on being careful with the exhaust so it does not get scratched up. Cloths placed appropriately on the bike and a drop cloth to lay the pipe down on the floor or motorcycle lift.
2. Remove the right floorboard 5/16" Allen. You will not reuse the two Allen Bolts.
3. Remove the stock exhaust:

Place tape or rags around parts of bike that can be scratched during removal. Place cloth under bike so pipe will not be scratched when slid out.

Remove heat shields; Remove the O2 sensors 14mm.

(4) exhaust stud nuts, mid pipe mount, (1) under bike cross-over bolt, (4) rear bag mount bolts. Slide pipe out under the bike. Pry the oem exhaust gaskets out of the front and rear exhaust ports (use pick). You do not reuse the factory exhaust nuts, the mid pipe mount, or the bag mount (4 bolt) pipe support bolts.

4. Remove cover over clutch actuator (3/16" Allen). Remove three transmission bolts 1/4" Allen. Reinstall the clutch actuator cover 3/16" Allen. Install and fully tighten the transmission bracket, dowels and bolts.

Use Blue Loctite on the three mounting bolts. Note that the front two dowels have a machined step to clear the transmission cover rubber gasket. Split lock washers under head of bolts.

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5. Install the billet flanges and clips on the front and rear primary tubes. It's easier to slip the rear primary out of its slip joint to do this. Place the billet gaskets in the front and rear exhaust tube venturis.

6. We provide eight aircraft nuts for the 5/16" x 24 exhaust port studs... Four and four extra.

7. Place cloth to the inside of where the front pipe will end up. Slip the front pipe into the exhaust port (remove OEM gasket!) being careful not to drop the billet gasket. Install one aircraft nut provided on the inside, leftmost, stud...about half-way, so the pipe can hang somewhat freely. Use with 3/8" open end wrench. Do not fully tighten this nut nor install the other nut at this time.

8. Place the rear pipe into the slip joint of the tail section. We put a thin coat of teflon paste inside of the exhausts two slip joints.

9. The rear OEM exhaust gasket must be pried from the port! Have the second person support the rear of the exhaust. **Barely** slip the front primary tube into its slip joint and rotate the exhaust toward the rear exhaust port with the flange, clip and billet gasket in place. Work the rear pipe into the exhaust port...You will have to slowly seat the rear and front slips to do this. You can wiggle or gently tap with a rubber hammer the f/r pipes into their slip joints. We suggest you put a clean cloth over any rubber mallet face as they tend to get embedded with abrasive material.

10. Install, but not fully tighten, the two rear exhaust nuts on their studs.

11. With the pipe still somewhat loose lift it outward to install the two 5/16" x 18 bolts, aluminum spacer, lock washers and nuts to the transmission bracket. Do not tighten.

12. Rear Bag Mount (Black Hole and Spyder Exhausts): Have the second person lightly affix the two 5/16" x 18 x 5/8" bolts (The OEM bolts are too short) and lock washers provided to the rear pipe support to hold the pipe up. Do not fully tighten these.

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13. Now install the missing, rightmost, front exhaust stud nut...Gently tighten, but not fully tighten, all four exhaust stud nuts.

14. Do not forget to reinstall the O2 sensors.

15. You now have two rearmost, two transmission bracket bolts, and four exhaust nuts to tighten. As you do this you must have about 3/16" clearance between the exhaust and the transmission mounting bolts and the front brake lever. If you wrench down fully on one spot then go the the next etc. you can put things in tension. Sneak up on things before you fully tighten the eight points.

16. Reinstall the right floorboard with the spacers and new bolts provided ) 5/16" Allen.

17. The three loose heat shields are up to you to figure out. Be careful not to scratch things installing the hose clamps.