



INSTALLATION INSTRUCTIONS

2-2 EXHAUST HEADERS

For 2009-up FLHT, FLHX, FLHR, FLTR

Mfg. p/n 200670, 200860, 201860

(See pkg. label for Dist. p/n)

ATTENTION INSTALLER (if other than owner):

Please forward this instruction sheet and the warranty card to the purchaser of this product. These instructions also contain valuable information necessary to the end user.

INTRODUCTION:

These instructions describe the procedure for properly installing *KHROME WERKS*® 2-2 Exhaust Headers on 2009-up FLHT, FLHR, FLHX or FLTR models. Review instructions carefully before beginning, as they contain important information. Please retain for future reference.

Particularly important information is distinguished in these instructions by the following notations:

NOTE: A NOTE provides key information to make procedures easier or clearer.

CAUTION: A CAUTION indicates special procedures that must be followed to avoid damage to the motorcycle or accessories.

WARNING: A WARNING indicates special procedures that must be followed to avoid injury or death to a motorcycle operator or person inspecting or repairing the motorcycle.

All Models:

NOTE: This system may not be compatible with suspension stabilizers.

NOTE: Right side floorboard must be mounted in the lowest position.

WARNING: Ground and cornering clearance may be reduced. Clearance will be reduced when bikes are fitted with shorter shocks.

TOOLS REQUIRED:

1 – ¼" drive ratchet	1 – 5/16" nut driver or flat screwdriver
1 – ¼" drive 7/16" & ½" sockets	1 – 7/16" box wrench
1 – ¼" "drive 6" extension	1 – 1/2" box wrench
1 – 3/16" Allen® wrench	1 – 9/16" box wrench
1 – ¼" Allen® wrench	1 – 14mm box wrench
1 – 5/16" Allen® wrench	1 – 15mm box wrench
1 – 6mm Allen® wrench	1 – 22mm box wrench
1 – 10mm Allen® wrench	

Supplies: New muffler clamps, and anti-seize.

PROCEDURE:

1. Remove right front footboard.
2. Remove saddlebags.
3. Remove mufflers. H-D states clamps are not reusable. (See caution below).

CAUTION: Try using anti-seize on threads of used muffler clamps. If they clamp down securely they don't need to be replaced, however they may be stretched too far and require replacement. Loose clamps will allow the mufflers to slide back and forth on the headers and ruin the mufflers and or the headers.

Note: If reusing mufflers: Loosen clamps and force mufflers up and down and side to side (while still on the pipes) until they loosen up enough to reinstall easily.

4. Disconnect the O2 sensors. Remove heat shields, exhaust headers and crossover. Save the four 5/16"-24 hex flange port nuts, two ¼-20 x 11/16" crossover mount screws, and 3/8" L-bracket flange nut.

5. Remove and save retaining rings, O2 sensors and exhaust flanges from old exhaust headers.

6. Remove and discard exhaust L-bracket mounted under the transmission side cover and the crossover hanger bracket. Save the socket screws.

7. Remove and discard exhaust port gaskets. Install supplied new conical gaskets.

CAUTION: Conical port gaskets must be used with KW exhaust headers to avoid leaks.

8. Install flanges and retaining rings on new exhaust headers. 18mm or 12mm Oxygen sensors and/or supplied plugs/gaskets may be installed at this time. Use anti-seize on threads

9. Install the new L-bracket under the transmission side cover with the saved screws. Torque to 22-25 ft-lbs.

10. Install new header system using saved 5/16"-24 hex flange nuts. Seat front pipe first then rear. A firm pull rearward on the rear header, while keeping the front header seated, may be necessary to clear the rear head casting. Be careful not to damage gaskets. Do not fully tighten nuts yet.

11. Install the provided 3/8"-16 x 7/8" carriage bolt through the P-clamp and the L-bracket. The P-clamp sits on top of the L-bracket. Install the saved 3/8"-16 flange nut. Do not fully tighten until the four port flange nuts are torqued to 100-120 inch lbs. Final torque the P-clamp nut to 20-25 ft lbs. This step aligns the system.

CAUTION: To ensure there are no leaks and the system is properly aligned the front and rear port nuts must be evenly torqued.

12. Install the supplied AccuSeal pipe clamp on the expanded end of the crossover pipe weldment with the open end down and the nut facing out (cannot be installed later).

13. Position the crossover weldment under the oil pan and slide its expanded end onto the end of the front header until the P-clamp is positioned flat against the transmission case. Install the two saved ¼-20 x 11/16" socket cap screws through the crossover P-clamp and into the back of the transmission case. Torque the P-clamp pinch screw first to 76 inch lbs. Torque the two upper P-Clamp fasteners to 84-132 inch lbs. Do not tighten crossover/header clamp until the heat shields are in place.

CAUTION: The crossover P-Clamp must be flat against the transmission case after all fasteners are torqued.

14. Install mufflers and clamps. Mufflers' rear brackets should align side to side and up and down with saddlebag supports rear mounting bracket without stress. Do not tighten inlet clamps yet.

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15. Clean header pipes and crossover (see step 21).

16. Insert worm gear clamps into slots on the back side of the heat shields. All clamps' screws, except the upper two on the rear shield, should be positioned so the screw heads can be accessed from the front or bottom of the headers. **Tip:** Insert clamps evenly into the slots and bend the ends outward to ease installation over header pipes. Lube clamp threads if shields are removed and reinstalled.

17. Install heat shields. Connect and loosely tighten all worm gear clamps. Position screw heads for easiest access and tighten with a 5/16" nut driver or screwdriver.

18. Reinstall front floorboard in the lowest position.

CAUTION: Make sure no part of the exhaust system or shields contacts the frame or any components that are connected to the frame (except for the rear muffler brackets).

19. Align the mufflers and tighten the muffler inlet and header/crossover clamps to 38-43 ft lbs. The header/crossover clamp must not contact frame.

CAUTION: Muffler clamps must be tight on the header pipes or damage may occur to either the header and or the mufflers. If clamps are stretched they will not torque properly and must be replaced.

20. Reconnect oxygen sensor electrical plugs.

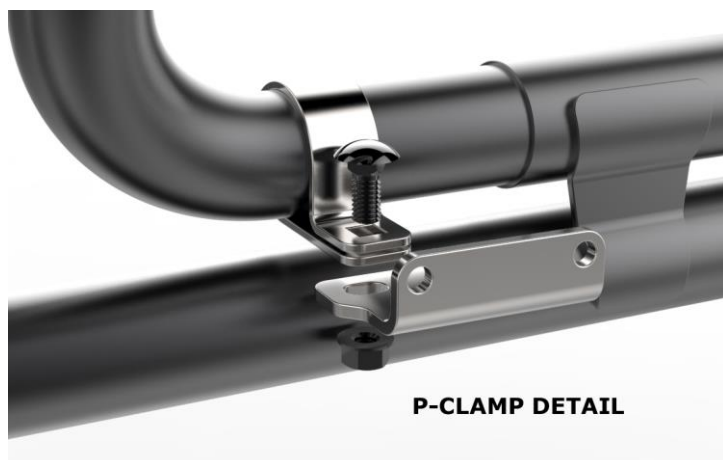
21. Before operating motorcycle, clean heat shields and mufflers with soap and water or window cleaner. Any grease, oil and finger prints will permanently burn onto pipes. Dry thoroughly.

CAUTION: Carefully read the enclosed Important Notice sheet. Recalibration may be required depending on engine modifications.

WARNING: Check all mounting hardware to be sure it is tight before and after first operation of motorcycle. Periodically, check tightness of all mounting hardware and examine system for cracks.

USE AND CARE: Wash your accessories with the same care you use when washing your motorcycle. Use mild soap and water. DO NOT use abrasive chemicals or cleaners, or high pressure washers.

CAUTION: Cover ends of mufflers when washing motorcycle. Mufflers/headers may internally corrode if saturated with water and allowed to sit.



P-CLAMP DETAIL

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BOM			
ITEM #	PART #	DESCRIPTION	QTY
1	200671	2-2 HEADERS WITH P-CLAMP	1
2	3463314	PORT GASKET	2
3	200672	CROSSOVER WITH P-CLAMP	1
4	2030301	ACCUSEAL CLAMP	1
5	200673	FRONT HEAT SHIELD, CHROME	1
6	200863	FRONT HEAT SHIELD, BLACK	1
7	201863	FRT HEAT SHIELD, BLK CHROME	1
8	200674	REAR HEAT SHIELD, CHROME	1
9	200864	REAR HEAT SHIELD, BLACK	1
10	201864	REAR HEAT SHIELD, BLK CHR	1
11	200675	LEFT HEAT SHIELD, CHROME	1
12	200865	LEFT HEAT SHIELD, BLACK	1
13	201865	LEFT HEAT SHIELD, BLK CHROME	1
14	390370	HEAT SHIELD CLAMP	9
15	209920	P-CLAMP L-BRACKET	1
16	203060	HEADER P-CLAMP	1
17	203050	CROSSOVER P-CLAMP	1
18	420426	1/4-20 X .75 HEX CAP SCREW	1
19	420064	1/4 -20 BIWAY NUT	1
20	420284	1/4" B NARROW FLAT WASHER	2
21	421017	3/8"-16 x 7/8" CARRIAGE BOLT	1
22	299012	12mm O2 PLUG	2
23	209018	18mm O2 PLUG	2
24	420403	12mm O2 GASKET	2
25	420405	18mm O2 GASKET	2

NOTE: This exhaust system is designed for use on closed course competition motorcycles only and does not conform to U.S. EPA noise emission standards. This system is not a replacement for motorcycles equipped with factory installed catalytic convertor style systems. Not for sale or use in California.

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