



## ***Sportster stainless 2-into-1 exhaust***

### **1985-2003 Sportsters**

This 2-into-1 pipe system gives you more performance and a weight savings over the stock exhaust. This exhaust system uses thin wall, lightweight stainless steel to minimize thermal fatigue. This is a race styled exhaust for street and track. It is lightweight and tucks in low alongside the frame so it can avoid damage in right hand corners. The 2 ¼" x 12" megaphone has a throaty sound and excessive noise is trapped by a perforated core surrounded by steel wool packing which is permanent-no repacking needed. The entire system is brushed stainless steel. You don't have to paint it and it is non-rusting. This pipe gives an increase of torque and HP over the stock Harley system. This pipe system works even better with modified engines. This pipe will be fine for short Hooligan tracks of 1/8 to ¼ mile. They will perform even better on long ½ mile and mile tracks. This is a Cone Engineering product. I have worked with them for years and their stuff is superb.

The design of this system works only with stock pegs in the stock location. This exhaust is illegal on California streets but okay for Hooligan tracks in that state. The sound should pass at most race tracks who require a "muffler. Other tracks use decibel monitors and how they test becomes critical.

The satin finish will, in time, start to discolor and take on a handsome golden tint- this is cool. This tinting will be relatively even over the entire surface. If you don't clean away all grease, finger prints and grunge BEFORE you start the bike the first time- the exhaust tinting will cure unevenly and will look awful. Use soapy water or a good glass cleaner to clean the surface. If the cure is uneven or you get scratches, sand the surface with 600 grit wet/dry sandpaper. Sand around the circumference not length wise. Use a fine Scotchbright pad to remove sanding scratch lines.

Loosely install headers and pipes on engine and mounting points. When it's all in place and "square," tighten everything down but don't forget the Loctite

Precise tuning instructions are impossible due to variables; elevation above sea level (air density), air moisture content, air temperature and the state of your stock or modified engine. This pipe should work well with the stock carb. If you experience tuning issues like back firing through the carb, here's a check list.

- Has the stock carb jetting been fiddled with by a previous owner?
- Are the carb and manifold tightly sealed and torqued to spec?
- Is the pipe properly secured to the heads
- Has the engine been highly modified

If you don't have direct experience with engine trouble shooting it might be wise to allow a professional mechanic get things right. You pay him once and it's done right and you aren't constantly fiddling with lingering problems.

Thanks Phil  
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