



SUZUKI VZ800 MARAUDER SLIP-ON EXHAUST SYSTEM

Part #'s 18265 & 19265

CONGRATULATIONS! You have purchased the finest exhaust system available for your motorcycle. Your VANCE & HINES exhaust system is designed for today's rider, a rider who needs maximum performance, great styling and a perfect fitting system.

- ALL NEW TRIPLE-CHAMBERED QUITTECH BAFFLE DESIGN
- SIGNIFICANTLY REDUCES SOUND LEVELS WITH NO PERFORMANCE LOSS
- EXCLUSIVE HIGH VOLUME OVAL CANISTER DESIGN
- TRADITIONAL VHR BILLET END-CAP WITH STAINLESS OVAL DIFFUSER

REMOVING THE STOCK EXHAUST SYSTEM

1. Loosen the right hand side footrest assembly.
2. Loosen the two head pipes at the cylinder head.
3. Loosen the muffler clamps, located on the inlet end of the mufflers.
4. Remove the two nuts that mount the lower muffler to motorcycle. Keep the two mufflers bolted together as an assembly.
5. Lift the muffler assembly up to clear the studs from the mounting holes. Pull the mufflers off the head pipes and set them aside.
6. Remove the two flanged steel spacers from the hole in the rubber cushions, where the stock muffler assembly mounted. Reinstall the steel spacers through the backside of the rubber cushions so the flanged end of the spacers are on the backside of the cushions, opposite of there original position.
7. Remove the rear most heat shields from both of the head pipes and set them aside.
8. Remove the stock exhaust gaskets from the ends of both pipes. The Vance & Hines slip-on does not use a gasket at the slip joint.
9. Install the new muffler mounting bracket (stamped with the # 233) to the front side of the two holes with the rubber cushions the two of the 5/16"x 1 1/4" bolt and two 5/16" lock nuts (hardware supplied) through the two holes in the bracket that are spaced farthest apart. When mounted correctly, the bracket should bend up and out from the motorcycle.

INSTALLING YOUR NEW VANCE & HINES SLIP-ON EXHAUST SYSTEM

1. Install a machined steel reducer (supplied) into the inlet of each muffler.
2. Slide a chrome muffler clamp (supplied) over the inlet end of each muffler. Install a 5/16" x 1 1/4" bolt with a flat washer on either side of the clamp followed by a lock nut (hardware supplied).
3. Unscrew all of the hose clamps (supplied) until they are completely loose. Feed the tail end of the hose clamp into the clips on the inside of both heat shields.
4. Install the heat shield (stamped with the # S301) to the rear head pipe using the two hose clamps (supplied). Place the heat shield over the stock rear head pipe, wrap the hose clamp around the head pipe and give the screw three to four turns, leaving heat shield loose on the head pipe.
Note: The screw end of the hose clamp should be accessible, but not visible when pipe is mounted on the bike.
5. Slide one dog bone shaped nut plate under the bracket that is welded to each muffler.
6. Slip one of the new mufflers onto the rear (lower) head pipe.

7. Mount the muffler to the mounting bracket using two of the 5/16" flanged bolts (supplied) and leave them loose.
8. Slip the other new muffler onto the front (upper) head pipe.
9. Mount the muffler to the mounting bracket using two of the 5/16" flanged bolts (supplied) and leave them loose.
10. Install the heat shield (stamped with the # S300) to the front head pipe using the two hose clamps (supplied). Place the heat shield over the stock front head pipe, wrap the hose clamp around the head pipe and give the screw three to four turns, leaving heat shield loose on the head pipe. Note: The screw end of the hose clamp should be accessible, but not visible when pipe is mounted on the bike.
11. Tighten the hardware in the following order; head pipes, muffler clamps, muffler mounting bracket, muffler to bracket mounting bolts, heat shield clamps and the foot rest assembly.
12. Check the clearances on all parts. Rotate the lower heat shield for clearance if necessary.
13. Be sure all hardware is tight before starting the motorcycle.
14. Wipe any finger prints or oil from the exhaust system before starting the motorcycle.

SLIP-ON JETTING INSTRUCTIONS

Although re-jetting is not mandatory for a slip-on exhaust system, re-jetting the carburetor will result in realizing the "full" potential of this performance exhaust system. Vance & Hines offers jet kits for most applications.

PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, (center stand, oil filter, oil pan etc.) ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.

WARNING!

VANCE & HINES DOES NOT WARRANTY ANY CHROME PRODUCTS AGAINST DISCOLORATION.