



HARLEY DAVIDSON 1991-UP DYNA GLIDE INSTALLATION INSTRUCTIONS PART# 1D2SSL

Included with your Limited Edition Exhaust System:

1. Greg Lutzka Poster
2. Greg Lutzka Sticker Sheet
3. Greg Lutzka Hat

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION



TOOLS REQUIRED

5/16" Nut driver		7/16, 1/2" & 9/16" Sockets	
Snap ring Pliers		1/2", 9/16", 7/8", & 14mm Wrenches	
Socket Extension 3/8"		Ratchet 3/8"	
3/8" Socket Swivel		O2 Sensor Socket	

CAUTION: WRAPPING of Pipe with Heat Tape may adversely affect the pipe & will Void Warranty!

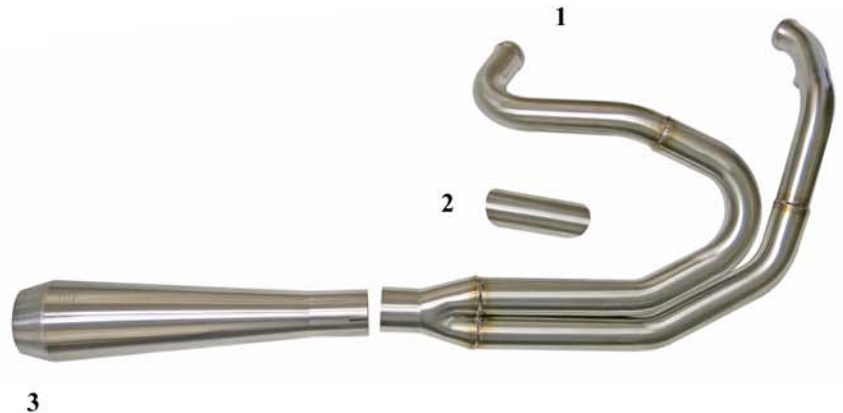
PARTS LIST

1 = # 24 Hose Clamp		2 = 18mm To 12mm Reducer		2 = 12mm x 1.5 O ² Sensor Plugs	
2 = 5/16-18" x 3/4" Hex Head Bolts		1 = #60-63 Barrel Band Clamp		5 = 5/16 Flat Washers	
3 = 5/16-18 x 1 1/2" Socket Head Cap Screws		2 = 3/8-16" x 1 1/2" Hex Head Bolts (Grade 8)		2 = 3/8" Lock Washers (Grade 8)	
1 = Foot Peg Spacer SS (BKT-D20)		1 = Anti-Seize Tube		1 = Mounting Bracket (BKT-D22)	

ROAD RAGE 2 into 1 STAINLESS STEEL SYSTEM

EXHAUST SYSTEM

1. Front and Rear Head Pipe Assembly
2. Heat Shield
3. Short Megaphone with Billet Brushed End Cap {BESMX} and Removable Baffle {B2212Y}



DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES.
*Qualified Manufacturer Declared Replacement Part for 1991 - 1994 FXD, 2006 - 2007 FXD *

**Spacer Kit for Early Dyna's (Pre 2006)
With Mid-Controls
Installation Instructions:**

1. Insert BKT-D20 between the foot peg and the mount on the chassis.
2. Replace your stock bolts with our supplied $\frac{3}{8}$ -16" x 1 $\frac{1}{2}$ " Hex Head bolt (Grade 8) and $\frac{3}{8}$ " lock washer. (Grade 8)



The flatter head bolts combined with the spacer positioned behind the controls pictured above will make your brake lever move outward more to clear the head pipes and to allow the pipe to move inward toward the chassis.

Now Available to Customize your Exhaust System

End Caps:



ENDCAP-SM
1860-0497



ENDCAP-SMB
1860-0497



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Attention: This exhaust system was designed to be used on Dyna Glide models with stock suspension. Any modifications to the suspension can affect ground clearance, as well as fitment.

STOCK EXHAUST REMOVAL INSTRUCTIONS

1. Remove oxygen sensors from the head pipes. It may be necessary to cut some zip ties in order to free the sensor wiring. Remove the sensor with a 14mm wrench.
2. Remove complete exhaust system. Save the stock flanges, cir-clips, and flange nuts for re-use.
3. Remove and save the mounting bolts and nut from the muffler mounting bracket. Also remove the stud from the transmission.
4. Check factory exhaust port gaskets. Replace if needed.

INSTALLATION INSTRUCTIONS FOR GREG LUTZKA EXHAUST SYSTEM

1. Fit the supplied transmission mounting bracket to the transmission in the stock location (Figure 1) using the (3) 5/16-18 x 1½" socket head cap screws and flat washers. We recommend using Loctite® Blue (Or a similar product) on these three bolts.
2. Fit the stock flanges to the head pipes and carefully install the cir clips using snap ring pliers. Always make sure the cir clips are firmly seated in the exhaust flange recess (Figure 2) before securing the flange onto the cylinder head.
3. Fit the head pipe assembly to the motor locating the front port first and rolling upward into the rear exhaust port. (Figure 3) Attach the flanges to the heads using the stock flange nuts.
4. Slide the Band Clamp (# 60-63) on to the muffler (Figure 4) slip the muffler on to the collector and line up the mounts on the muffler with the mounting bracket. Attach the muffler using the supplied 5/16-18" x ¾" hex bolts, lock and flat washers. (Figure 5)
5. You can now tighten the exhaust port flanges and the muffler clamp. Tighten the flange nuts a little at a time while checking for adequate clearance between the exhaust and engine parts.
6. Greg Lutzka recommends that you use a small amount of anti-seize compound on the threads of the O2 sensors and adaptors or plugs before installation. Install the O2 sensors if so equipped or plugs if not equipped. It is recommended that you have your motorcycle tuned after installation of a new exhaust system to maximize the performance.
7. **Important:** Before starting the motorcycle, clean and wipe down the pipes with a non-residue or similar type of cleaner and a soft clean cloth. Removal of fingerprints and any oil base residue is necessary to avoid staining the chrome when the exhaust system heats up.
8. The supplied heat shield can be used at the owner's discretion. It was designed to fit the rear head pipe in the area where your leg may come in contact.

POWER YOU CAN FEEL



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Note: Any modification to the factory (stock) installed intake or exhaust system alters the air/fuel Ratio. Modifications result in the air fuel ratio becoming dangerously lean (too much air, not Enough fuel). This condition can be harmful to your engine. This can be corrected by installing, an aftermarket fuel module sometimes referred to as a program or programmer. We recommend you take your motorcycle to a qualified technician/ tuner for this work.

INSTALLATION PHOTOS FOR EXHAUST SYSTEM



Figure 1



Figure 2

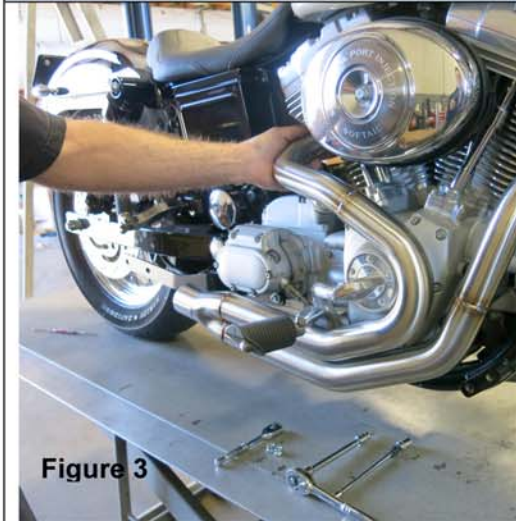


Figure 3

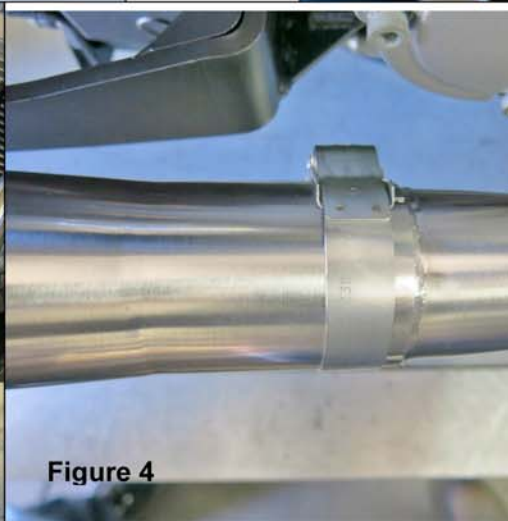


Figure 4

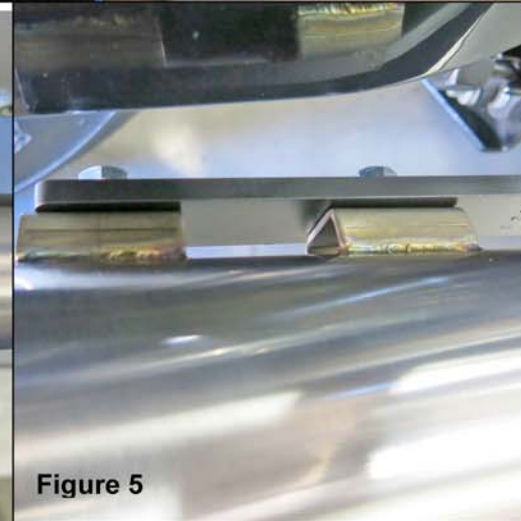


Figure 5

POWER YOU CAN FEEL



EXHAUST CARE AND MAINTENANCE

- Due to the effects of normal engine vibration you should check hardware frequently.
- Clean with a soft cloth and Rubbing Alcohol or glass cleaner to remove fingerprints and any residue prior to starting. Fingerprints or any residue will stain the finish when pipes get hot.
- **DO NOT** use an abrasive cleaner or course cloth on any chrome plated surface.