

# INSTALLATION INSTRUCTIONS

# Caliber

*New Performance Exhaust*

## REMOVAL PROCEDURE:

- Loosen the muffler clamps holding the mufflers to the head pipes.
- Remove the bolts holding the mufflers to the mounting brackets.
- Remove the mufflers by pulling and twisting toward the rear of the bike. Use caution not to damage the head pipes.
- Remove heat shields from header pipes, remove flange nuts at exhaust ports, loosen and remove the clamps located under the transmission cover and behind the rear cylinder. Remove both header pipes.
- Remove snap rings and flanges from both pipes for re-use.
- Remove the rear pipe support bracket located over the transmission. This bracket will not be used with the FL-121.
- Remove the stock bracket located below the transmission cover. (note:87-92 models require removing the transmission cover and 93 and later models require removing the transmission cover and oil filler cover.)

## INSTALLATION PROCEDURE:

**NOTE:** Do not tighten connections when first installing the system. To ensure proper fit and alignment all bolts and bracket are tightened at the end of the installation.

- Install the front pipe mounting bracket on the transmission using two 5/16" flat washer and two 5/16-18" x 1" Allen bolts under the transmission cover with the slot tab pointing down
- Install the stock flanges and snap rings on the front and rear pipes.
- Install the rear pipe first by loosely attaching the flange to the exhaust port.
- Using a 2-1/8 barrel clamp, slide barrel clamp over front of

## TOOLS REQUIRED:

- 1/2" Combination wrench
- 1/4" Allen wrench
- Ratchet, 1/2" and 5/16" socket
- 3/16" Allen wrench

## PARTS LIST:

Qty.	Description
2	5/16-18 X 1" Allen bolts
4	5/16-18 X 3/4" Hex head bolts
1	5/16-18 X 3/4" Carriage bolts
4	5/16" Split lock washer
3	5/16" Washer
1	5/16" Nylock nuts
2	2-1/8" barrel clamps
8	#24 Hose Clamps
1	SP06-54 Chrome transmission bracket
2	1/4"- 20 Button head screws
2	10-32 Button head screws

## TRUE DUAL CROSSOVER FOR LATE 85 TO 2006 HARLEY FLH MODELS Model FL-700

### WARNING PLEASE READ BEFORE INSTALLATION!

- Read all instructions thoroughly and confirm that all listed components are available for installation.
- Adding a free flowing exhaust systems may require rejetting of the carburetor. Lean carburetor settings are a major factor causing exhaust discoloration and potential engine damage.
- Samson® exhaust systems are designed to fit and work with OEM frames and motors.
- **After installation thoroughly clean the new exhaust system before starting the motor.**

muffler. Slide the muffler over the end of the head pipe with the clamp • Using 2-1/8 barrel clamp, slide barrel clamp over front of muffler. Slide the muffler over the end of the head pipe with the clamp in place. Loosely secure the muffler to the bag mounting bracket using two 5/16-18" x 3/4" hex head bolts and 5/16" split lock washer.

Loosely install rear heat shields on rear head pipe using the hose clamps provided in kit. (Do not fully tighten at this time.)

**NOTE:**  
(It will be necessary to remove floor board and loosen rear floor board mount to install front pipe.)

Loosely install front heat shield on the head pipe using the hose clamps provided in kit. (Do not fully tighten at this time.) Install front head pipe by loosely attaching flange to the exhaust port. Using the 5/16" x 3/4" carriage bolt, 5/16" flat washer, and the 5/16" nylock nut, loosely attach the front pipe channel bracket to the transmission bracket. Using 2-1/8 barrel clamp, slide barrel clamp over front of muffler. Slide the muffler over the end of the head pipe with the clamp in place. Loosely secure the muffler to the bag mounting bracket using two 5/16-18" x 3/4" hex head bolts and 5/16" split lock washer.

Carefully start to tighten the exhaust flanges first to insure proper seating of the pipe to the gasket. Note that the pipes will move away or towards the engine or primary as the flange nuts are tightened. Tighten each bolt a little at a time starting at the flanges, work toward the back and check the alignment often. Tightening each bolt a little at a time going bank and forth, front to rear, to insure a proper fit.

(Note: The 1-3/4" Veritech Cone baffle will work best for a stock bike or a bike with mild modifications.)

**CAUTION: WITH SOME EXHAUST DESIGNS GROUND CLEARANCE MAY BE REDUCED!**

**CHECK ALL MOUNTING POINTS AFTER 100 MILES!!**

