

WILDCAT 650 TWIN PIPES INSTALLATION INSTRUCTIONS

- 1 . Remove the stock exhaust system.
2. The pipes will require new exit holes. The placement and dimension of these holes are important for proper fit.
3. Temporarily install the pipes so that the exit holes can be marked. The pipes are shipped without the end stingers installed on the silencers. Leave the end stingers off until the fitting and exit hole jobs are finished.
4. Once the pipes are installed, they should be lined up very close to where they were designed to fit. Check that the pipes do not interfere with the steering, any chassis parts, or the hood. Adjust the fit as necessary.
5. You are now ready to scribe the exit hole areas. Only the end stingers will exit the pan, not the silencer body, so make the holes as small as possible.
6. After making the scribe marks, remove the pipes. Now make the exit holes using a hole saw and adjust with a hand grinder as necessary. Test fit the pipes as you go.
7. After the holes are finalized, secure the end stingers to the silencers with the rivets supplied.
8. Spring pipes into place. The pipes must be secure but must also have movement. **DO NOT MOUNT TIGHT!**

Caution: Your clutching and jetting must be changed for optimum performance and reliability. Our retuning kits contains all the necessary retuning components for sea level to 3000 feet elevations. Also have your ignition timing checked and set to stock specifications. We have found inconsistencies from sled to sled.

Note: We highly recommend that you install a large front axle driver kit for use with your modified wildcat. The installation of the larger drive cogs will make a substantial difference in top end performance and acceleration. Generally this will limit your maximum stud length to .750”.

CAUTION: To avoid engine damage absolutely no internal engine or carb modifications are encouraged other than what