

#3249 INDY 600 TRIPLE PIPES INSTALLATION INSTRUCTIONS

1. Remove the stock system including the exhaust manifolds.
2. Install the new exhaust flanges supplied. Lightly tighten the flanges until pipe fitting is completed.
3. The pipes will require new exit holes. The placement and dimension of these holes are important for proper fit.
4. 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. The sequence for installation is as follows: (refer to the markings on the flange part of the pipe) First install the center pipe. Mag side pipe goes on next. PTO side pipe goes on last.
5. 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.
6. 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.
7. 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.
8. Two protection plates for the belly pan are supplied, one large and one small. These plates are for the center pipe. Mark the area where the center pipe will come in contact with the pan and install the protection plates with the rivets supplied. Also supplied is a plate with a spring hook. This plate will go on the ridge of the belly pan situated in the location between the rewind and the brake. This is to secure the PTO and Mag pipes down. (a 10" spring is supplied)
9. After the holes are finalized and plates installed, secure the end stingers to the silencers with the rivets supplied. Each end stinger is different. Match the correct end stinger with it's pipe. The scribe mark on the end stinger must line up with the scribe mark on the silencer body. Center to center, Mag to Mag, and PTO to PTO.
10. Spring pipes into place. Reuse the four original short springs. Supplied are two short springs to complete the flange springing. Also supplied are two long springs for pipe securing. The pipes must be secure but must also have movement. **DO NOT MOUNT TIGHT!** Spring the PTO and Mag pipes together at the location just ahead of the water pump. Spring the middle and the Mag pipes together in the front. The springs supplied can be shortened or stretched to achieve the proper tension. After initial operation you may find the pipes need additional springing. If so add springs as necessary.

Caution: Your clutching, gearing, and jetting must be changed for optimum performance and reliability. Our retuning kit part #3254 contains all the necessary retuning components for sea level to 3000 feet elevations.

Fuel requirements : 92 octane minimum

RPM power range:9000 - 9400 RPM

Sparkplugs:stock

CAUTION: To avoid engine damage absolutely no internal engine or carb modifications are encouraged other than what is recommended by Reichard's Performance Center.