



FAT BOY 4 COMPLETE EXHAUST SYSTEM

MODEL: 2006-015 Honda TRX 450

1. Remove stock exhaust system; retain (2) header nuts and the bottom muffler bolt. The Top muffler bolt will be replaced with the enclosed 8x60mm bolt.
2. It is strongly recommended using new exhaust gasket to ensure an excellent seal at the head pipe. These gaskets are an original Honda part # 18291-MEB-670 and can be purchased at any Honda dealership. For maximum performance and reliability it is very important that this gasket is in good condition when your Fat Boy 4 is installed.
3. Install header in exhaust port and hand tighten.
4. Once the header is installed, you are now ready to install the tail pipe/muffler assembly. The tail section is secured to the Fat Boy 4 muffler at the factory before shipping. *If these (4) 6mm stainless button head allen screws are ever loosened or removed they must be reinstalled with some form of medium strength thread lock (recommended Loctite 242 Blue).*
Before sliding tail section onto header it is recommended to apply a thin coat of hi-temp silicone to the inside of the tail section (female side) approximately covering about ½" of the initial part of the tail pipe. This will keep exhaust from leaking at the slip-fit joint and make removing pipe in future easier.
5. Before installing tail pipe/muffler assembly bolts, replace top 8mm muffler mount bolt with the enclosed 8x60 bolt, use stock oem nut. Then install stock oem nut and bolt on lower muffler mount.
6. Now that your complete exhaust system is in place, survey the overall fit. Before final tightening, *(make sure there is minimum 3/16" clearance between clutch cover and pipe as header turns behind frame)*
To secure, tighten the (2) muffler bolts first, secondly tighten the (2) header nuts (in a even pattern).
7. It is necessary to check the clearance between the Fat Boy 4 Header and the ½" radiator hose attached to the water pump cover. A minimum of ¾" of clearance is desired. Additional clearance can be gained by bending the metal hose holder bracket down.
8. Optional: Stock guard installation. Your Fat Boy 4 exhaust is built to accept both front head pipe guard and rear tail pipe guard off your stock pipe. These guards are secured to the stock pipe with a series of hose clamps. They will attach to your FB4 in similar fashion and similar location.



9. Re-Jetting the carburetor is mandatory.

In normal riding conditions, using a stock engine, DR recommends using a Pro Design *Pro Flow* (K&N) Air Cleaner Kit. With Air Box lid removed.

For temperatures 60° to 90° the following carburetor settings are recommended:

**Settings will vary depending on conditions*

#170 to a #175 main jet will be required. (start with # 172)

#45 Pilot Jet

Stock needle. Clip on needle is non-adjustable (see below for optional needle upgrade)

DRI has included at no charge (new FB4 sales only) the necessary jets for the above jetting changes with an extra main jet each way needle not included

NEEDLE: If needle adjustment is required DRI recommends install OEM Honda needle # 16232-MEB-671. NOTE: DRI strongly recommends using this needle but it is not mandatory. Start with needle in clip position # 4 (top # 1, bottom # 6 position)

FUEL SCREW: DRI recommends installing an adjustable fuel screw. Install OEM Fuel screw kit # 16016-MEB-671. Start fuel screw setting at 1 ½ turns out.

Note: Turning in Leans mixture, turning out richens mixture.

*****THE FUEL SCREW ADJUSTMENT IS CRITICAL TO THE MACHINE ABILITY TO START. ESPECIALLY ON ELECTRIC START MACHINES.**

**If air lid and or foam type air filter is used, a leaner main jet setting will be required. It is recommended to call the DRI tech line (619) 258-6308 for additional help if required.*

10. After running machine with your new system for approximately 10 minutes, you should check that all nuts and bolts are tight. Pay special attention to The (2) head pipe nuts. As exhaust gaskets warm up head pipe nuts must be re-tightened. These nuts should be checked 3 or 4 times in the first hour or so of riding.

IGNITION: Your Fat Boy 4 is designed to work best with a Vortex X10 CDI

The above specs should be an excellent starting point for most installations. Jetting should be checked after install.

Be careful not to run machine too lean or engine damage may result. Run it to rich power will be lost.

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Jetting Notes:

Colder temperature requires richer settings.

Higher elevations cause engine to be low on compression and generally require leaner settings.

Air box lid on requires leaner settings than with lid off.

REPACKING SCHEDULE: For proper exhaust performance and to keep noise level consistent it is recommended to repack your Fat Boy 4 exhaust every 20 hours of usage. Under extreme riding conditions packing could need replacement in as short as 10 hours. The repacking used in your Fat Boy 4 exhaust is a perishable item. (Similar to the oil in your engine). It is designed to suppress the exhaust note of your engine while maintaining proper exhaust function and maximum performance.

Failure to repack and maintain your exhaust system can and will result in engine power loss and excessive db noise levels. Running your fat Boy 4 equipped ATV with burnt, worn or low packing will also cause damage to your Fat Boy 4. Core, body and front and rear end caps. This unnecessary damage can and will affect your manufactures limited warranty. Unnecessary damage incurred to Fat Boy 4 due to use with failed packing will **NOT** be covered under **Limited Lifetime Warranty**

**For Questions or Technical assistance contact
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DRI also carries a complete line of World Championship winning performance items for your Honda TRX 450.

Complete Engine kits, Big Bore kits, Pistons, Cams, Porting, Big Valve Kits, and Carburetor Kits

Plus, Front Bumpers, Roll Design Suspension, Crown Series Brake lines, Elka Shocks.

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