



## **FAT BOY 4 COMPLETE EXHAUST SYSTEM**

**MODEL: 2004 Kawasaki KFX 700 V-Force**

- 1. Remove both left and right side stock exhaust system. It is also necessary to remove the tool kit mount on the RH side of machine. This is necessary because your new Fat Boy 4 exhaust system is a dual pipe design with a separate muffler for each cylinder, one exiting on LH side and one on RH side. Retain stock head nuts.**
- 2. Before starting your Fat Boy 4 installation. You must make sure that the cylinder head exhaust gasket is intact and in good condition (usually they stay in the stock pipe). Under normal conditions it is OK to reuse them. If they are missing or in need of replacement they may be purchased from your Kawasaki Dealer Part # 11009-1894. DO NOT RUN MACHINE WITHOUT EXHAUST GASKETS. It also a good idea to make sure that the (2) exhaust studs mounted in each cylinder head are in good condition. If there is any doubt of their condition. Replace.**
- 3. Install RH Fat Boy 4 header pipe using. Use stock OEM head nuts. Make sure exhaust gasket is centered over exhaust hole in header flange before sliding header onto exhaust studs then onto cylinder. *(There is no in flange to center the gasket on this pipe design, so it must be centered by person installing header pipe.)* Do not secure header at this time. Leave nut/bole a few turns loose. \*Note RH pipe must be installed and secured before LH pipe. Because with LH pipe on it is extremely difficult to tighten RH header nuts.**
- 4. You are now ready to install the RH Fat Boy 4 muffler/tail section. 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 1/2" 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. Install RH tail pipe and muffler**
- 5. Install the (2) bolts flange type (supplied by DRI) in the RH muffler mounts going into sub-frame and tighten securely. The 8x25mm goes in the forward mount hole and 8x35mm goes in the rear muffler hole. When installing 8x35mm bolt use supplied 15mm aluminum spacer between frame and muffler, secured by 8x35mm bolt.**
- 6. Tighten nuts on RH header pipe. Make sure to tighten header nuts evenly.**



7. Repeat step #3 and step #4 for LH header and tail section.
8. Install the (2) bolts flange type 8x25mm (supplied by DRI) in the LH muffler mounts going into sub-frame and tighten securely
9. Tighten nuts on LH header pipe. Make sure to tighten header nuts evenly.
10. AIR INDUCTION: For maximum performance DRI recommends removing snorkel from front of air box to help increase air flow.
11. Carburetor jetting must be changed see below for additional recommendations
12. Additional Performance and Jetting Recommendations;

**Jetting Recommendations:**

The following guidelines are for KFX 700's with the following type set-ups.

Sea Level                      Temperature between 60° and 90°

Fat Boy 4 Complete Dual Exhaust System

Stock Engine                      Stock Air Filter                      Air Box Snorkel Removed.

Pilots: stock

Needles: Stock

Main Jets: Front Carb #148    Rear Carb #152

\*DRI has included at no charge the necessary jets for the above jetting changes with an extra main jet each way.

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

Be careful not to run machine to lean-engine damage may result. If to rich power will be lost.

**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.



For more  
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