



FAT BOY 4 COMPLETE EXHAUST SYSTEM

MODEL; '99-'03 Honda 400 EX

- 1. Remove stock exhaust system; retain (4) header nuts and (2) muffler bolts.
*NOTE: Before removing stock header pipe it is a good idea to put a few Pieces of duct tape over the oil tank to prevent it from being scratched.**
- 2. It is strongly recommended using new copper exhaust gaskets to ensure an excellent seal at the head pipe. These gaskets are an original Honda part # 18291-MN5-650 and can be purchased at any Honda dealership. Two are required for the initial installation of your new Fat Boy 4.**
- 3. Once stock exhaust system is removed, make sure to remove old copper Exhaust gaskets from cylinder head exhaust ports and replace with new ones.**
- 4. Install header in left exhaust port and hand tighten. * Left header has a wider Bend coming out of cylinder head.**
- 5. Install header in right exhaust port and hand tighten nuts. * Right header has a Tighter bend coming out of cylinder head and is slightly longer.**
- 6. Once the headers are installed, you are now ready to install the tail pipe/muffler assembly. Before doing that DR recommends sliding a piece of cardboard (approx. ¼" in thickness) in between the header pipes where the pipes pass by the cylinder on the right side of the machine. This is done to maintain a separation between the head pipes allowing tail pipe/muffler assembly to install easier.**
- 7. Before installing tail pipe/muffler assembly, replace the rubber cushions that are In the sub-frame muffler mounting holes with the enclosed aluminum plug inserts. This is necessary to stabilize the rear section of your Fat Boy 4.**
- 8. Before installing the tail pipe/muffler assembly, DR highly recommends putting a thin coat of Hi-Temp silicon inside the tail pipe, where it attaches to the header pipes. Make sure to slide clamps on to headers before installing tail pipe. Slide tail pipe/muffler assembly onto head pipes. Work it on until both top end bottom holes line up. Install bolts into muffler. Use original Honda bolts. Hand tighten only at this time.**
- 9. Now that your complete exhaust system is in place, survey the overall fit before tightening all fasteners. To secure, tighten the (2) muffler bolts first, secondly tighten the (4) header nuts (in a criss cross pattern). Finally tighten clamps at the slip-fit head pipe tail pipe joint.**



10. Re-Jetting the carburetor is mandatory. In normal riding conditions, using a stock engine, DR recommends using a K & N Filter with an outerwear. Air box lid removed.
For temperatures 60° to 90° a # 162 to a #168 main jet will be required. Stock pilot and needle are generally OK.
For colder temperatures a richer main jet, pilot jet and needle setting may be required.
11. 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 (4) head pipe nuts. As copper 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.
12. NOTE: Clutch cable holder at right front motor mount must be bent to help clutch cable to have as much clearance as possible from header pipes. cable holder can be moved to desired location with hand pressure, no tools should be required.

For Questions or Technical assistance, contact;



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