



Thank you for purchasing the RAW Design Reaper Tips for your Honda Fury.
The instructional sheets that follow are thoroughly detailed and should be studied BEFORE picking up a tool. Take your time, work safe and you will enjoy your new Tips within a couple hours.

If you are uncomfortable after reading the instructions, PUT THE TOOLS DOWN AND BACK AWAY SLOWLY! You are better off to get a buddy or someone qualified to do the installation.

Below are the items that come in the kit. Along the top are (2) sets of tube adapters. They are marked as "Lower Tip" and "Upper Tip" Each pair has a different inside diameter, so don't mix them up!! The Bracket will tie the upper and lower pipes together. Below these items are the upper and lower Tips. Notice they are slightly different lengths.



First will be the removal of the stock pipes.



Remove (2) bolts.



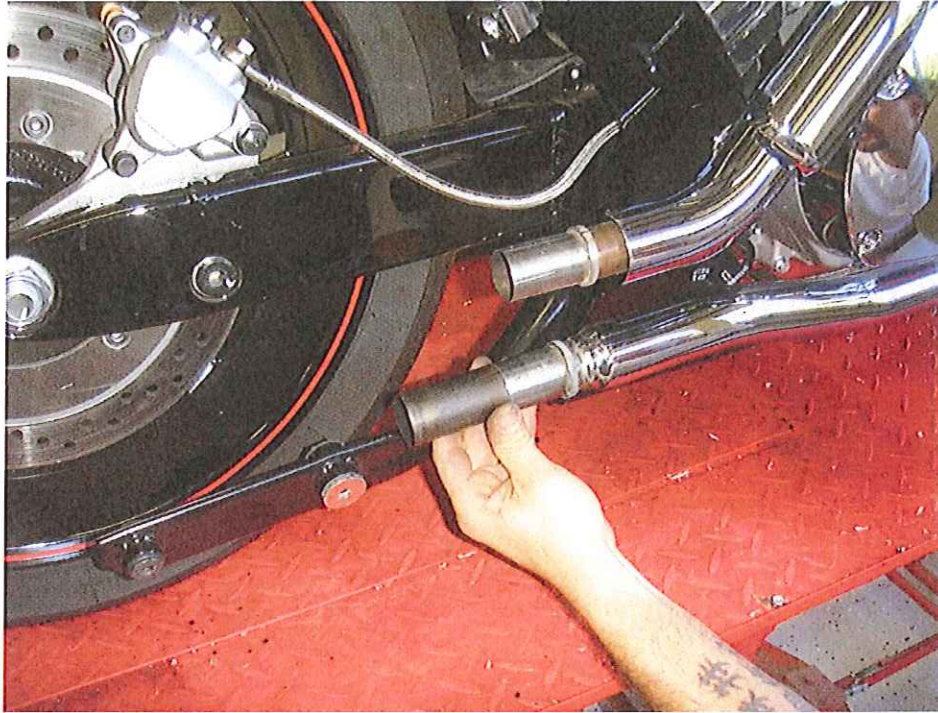
Remove bolt from inside of top pipe.



Remove bolt from under bottom pipe. You can now slip the muffler assembly off the stock pipes.



In the picture below, the bottom pipe has already been trimmed. The section that has been removed is shown held in place just for reference.

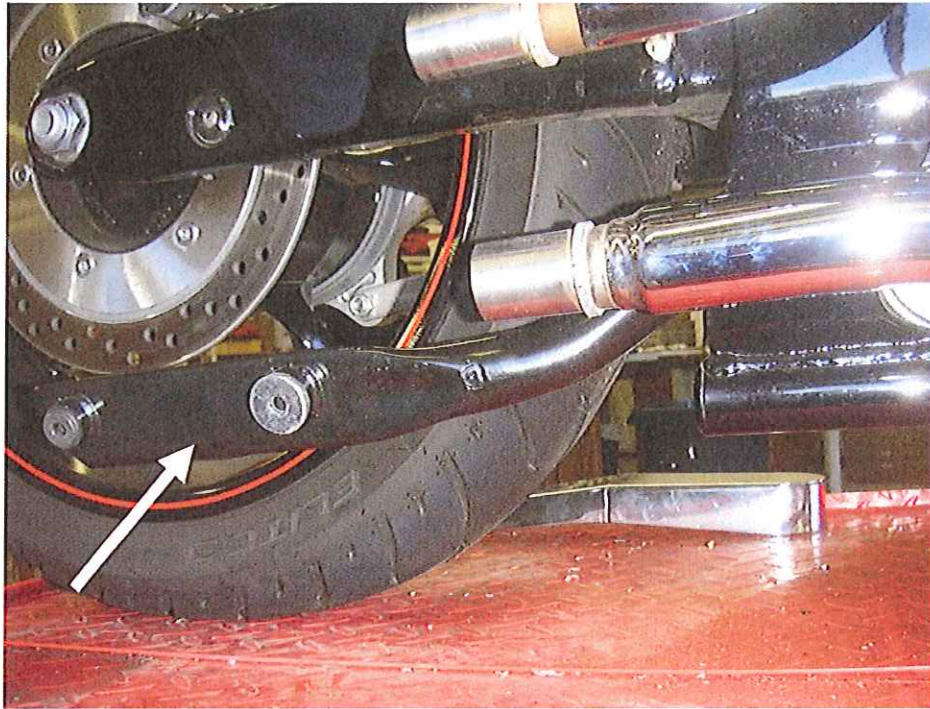


(The bottom pipe shown below has already been cut, so don't get confused)

There is a small flange on the bottom pipe. Measure 1-3/4" back from the rearward edge of this flange and mark the pipe. Cut the pipe at this point. A cutoff wheel will make it easiest, just make sure to cover the surrounding area to keep out grinding dust. A Sawz-All will work also. Just use the shortest blade you can and be careful!



Next will be removal of the bracket that was supporting the stock mufflers.



To accomplish this, the expansion tank shown below must be loosened. See next picture to accomplish this.



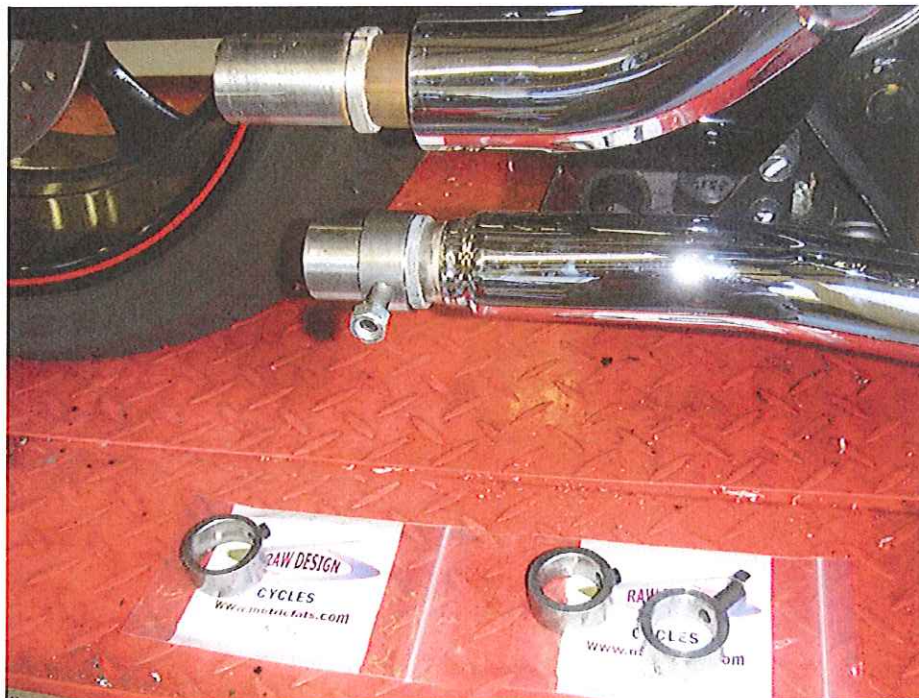
From under the bike, there are (2) bolts holding the tank. Just remove these and let the tank hang for now.



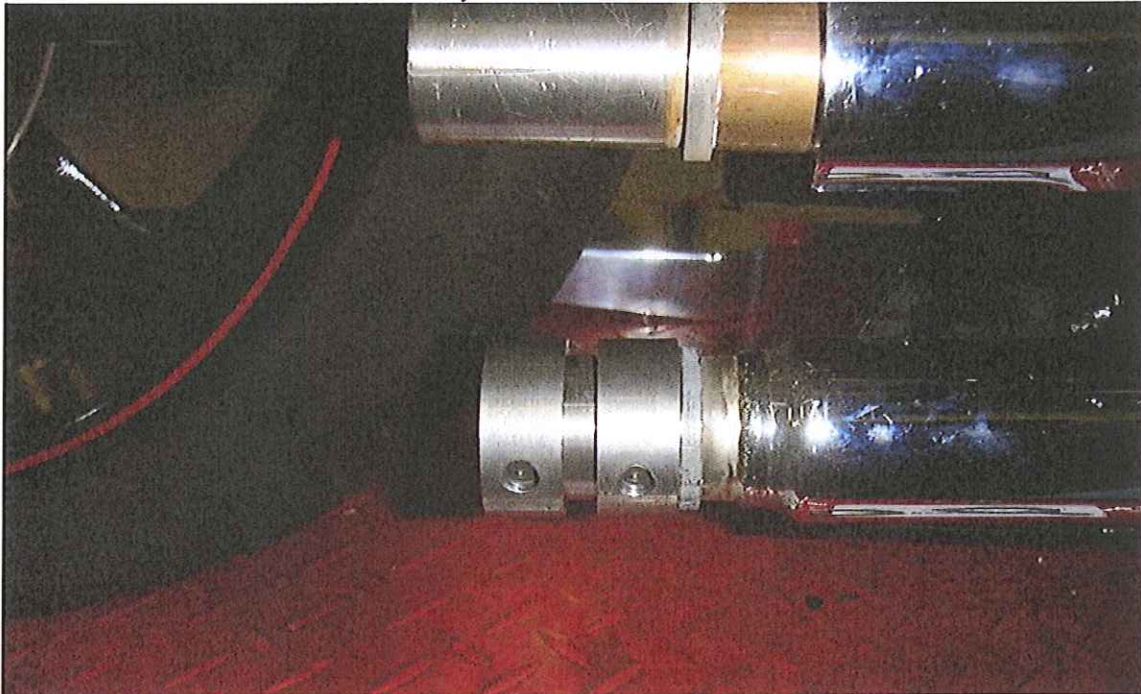
Remove these (2) bolts and remove the Muffler Support. Between the Muffler and support bracket, you just removed over 13 pounds!



Using the collars in the bag marked "Lower Tip" Slide one collar on and flush against the flange. THIS MAY BE TIGHT!! Take your time, use emery paper (Sandpaper for steel) if necessary. Screws should be pointing towards you when done.



Add the second collar to the lower pipe. This should be roughly flush with the back edge where you cut. Remove screws.



Slip Lower (Shorter) pipe over collars. The (2) holes in the pipe need to line up with the screw holes in the collars. And yes, the slash on the pipe will be facing up. You'll see why in a minute.



This is how the pipe and collar alignment should look. If it's off a little, slip the Allen wrench you used to remove the bolts into the holes and GENTLY pry them into alignment. If they are off by more than about $\frac{1}{2}$ a hole diameter, you'll need to remove the tip and adjust the collars as necessary.

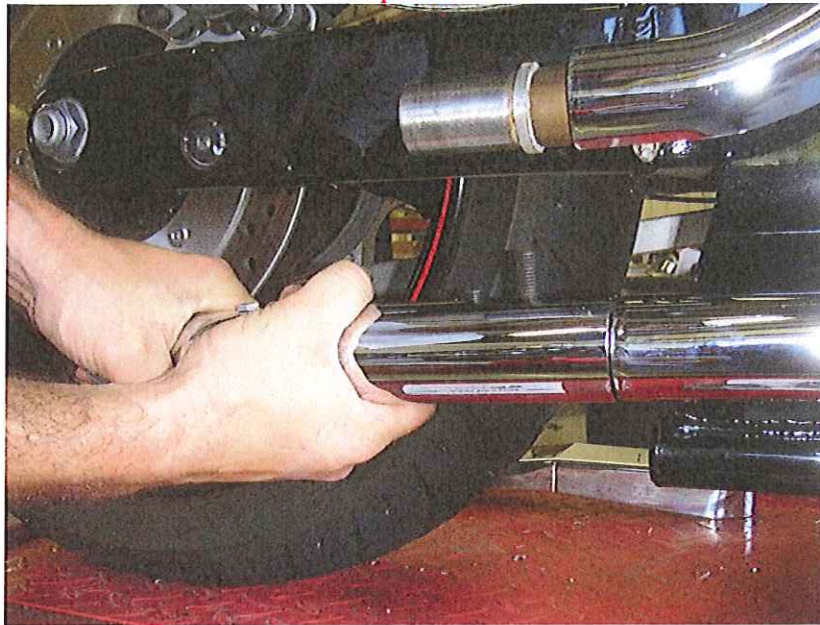


Reinstall the Set Screws through the Tip and into the collar. Make sure The longer screw goes in the forward position. **DO NOT TIGHTEN THESE SCREWS!!** Leave everything loose for now.

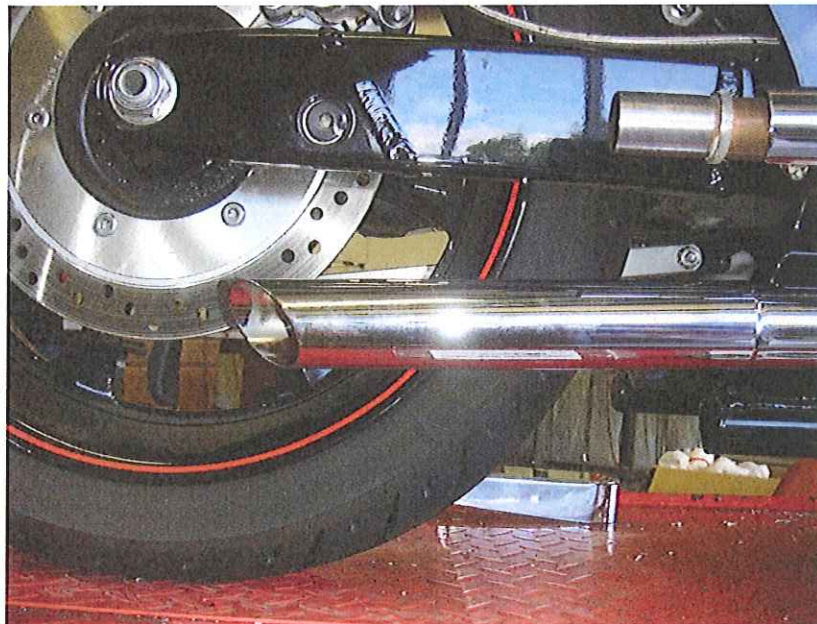
Notice the bolt to the far left of the pipe? That holds in the baffle. If at some point you want to remove the baffles, remove this bolt and use a hanger to pull out the baffle.

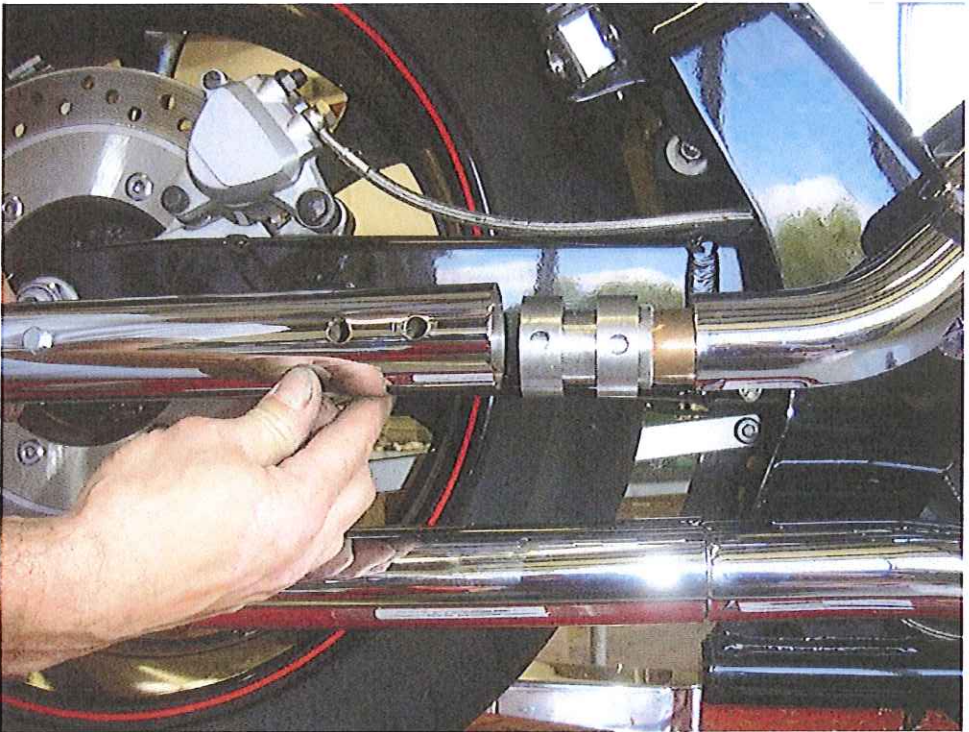


Now you can twist the entire pipe / collar assembly about 180 degrees.
Repeat this exact process on the upper pipe. **Remember, leave everything loose at this point!**



The following pictures show the process for the upper pipe.



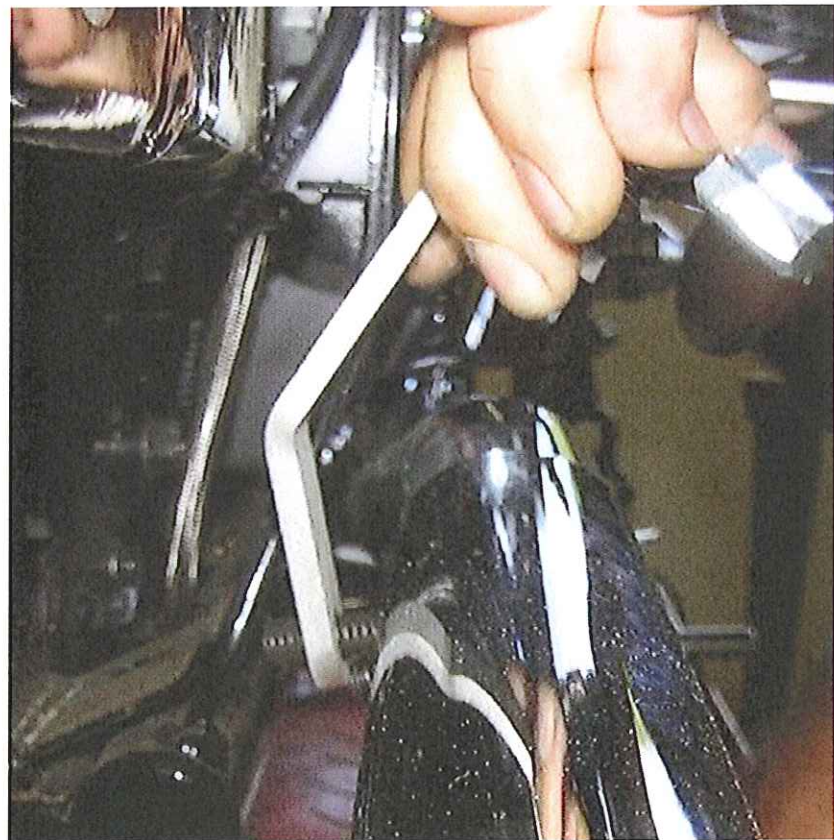






Now that you have the pipes on and roughly aligned, use the support bracket provided to slip over the longer Allen Bolts. You may have to twist the pipe / collar assemblies to get the alignment just right.

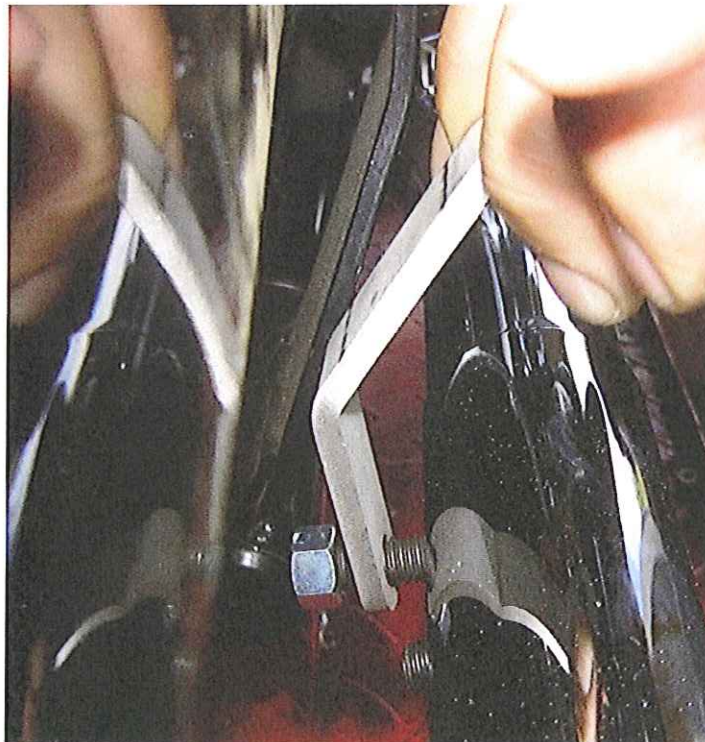




Start the first few threads of the nuts over the (2) longer Allen Bolts. **BUT DO NOT TIGHTEN YET!!**

IMPORTANT!!

Notice the dimple in the nut. This is a type of locknut that must be put on in the direction shown. The treads are slightly deformed on this edge so they will lock in place when tightened. If you try to put them on with this end first, it will be difficult and you may end up cross-threading the nut.



Now tighten all (4) of the setscrews, **THEN** tighten the Locknuts on the long Allen screws.

Reattach the expansion tank.

Now go back over every fastener you touched and make sure they are tight. Positive?

You're Done!!

YOU MUST CHECK ALL FASTENERS AGAIN AFTER EACH OF YOUR FIRST COUPLE (SHORT) RIDES! After heating and cooling cycles, bolts can loosen. If you hear a "Klink-Klink-Klink" sound while riding, that means you forgot to check these fasteners and you just lost a tip. So make sure you do it!!

Enjoy your Reaper Tips and RIDE SAFE!



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