

## INSTALLATION MANUAL

SKU 17070 APX

Rev: 2.0

NOTE – use blue Loctite on all bolts/threads

Parts Included

- M6 X 20 Allen bolt 8 pcs
- Washer M6 Yellow plated 5 pcs
- Rubber bushing 8 pcs
- M8 Nut with collar yellow plated 6 pcs
- M8 x 70 hexagon bolt yellow plated 2 pcs
- M8 Washer yellow plated 2 pcs
- M6 x 20 allen bolt yellow plated 1 pcs
- M8 x 30 hexagon bolt yellow plated
- M5 x 16 allen stainless bolts 8 pcs
- M5 Lock washers 8 pcs
- APX Spark arrester with shim ring 2 pcs
- Exhaust gasket G2 2 pcs
- Graphite gasket 1 pcs
- Exhaust clamp stainless 1 pcs
- Heatshield 100x100mm 1 pcs
- Stainless square washers 2 mm thick 4 pcs
- BRKT-045 steel brackets powdercoated black 2 pcs
- Billet top clamp SCLMP-001 2 pcs
- Billet bottom clamp SCLMP-002 2 pcs

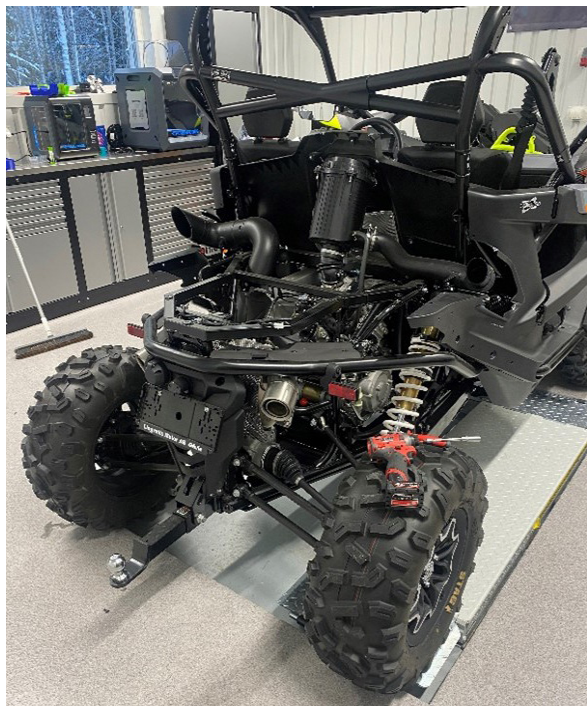
Remove the entire bed from the vehicle and keep each bolt and plastic rivet you remove. A good idea is to put each bolt in a bag and name each one. The majority of the boltheads are 10 mm hexagon ones. Use a plier for the plastic rivets and be careful with them so you can re-use them.



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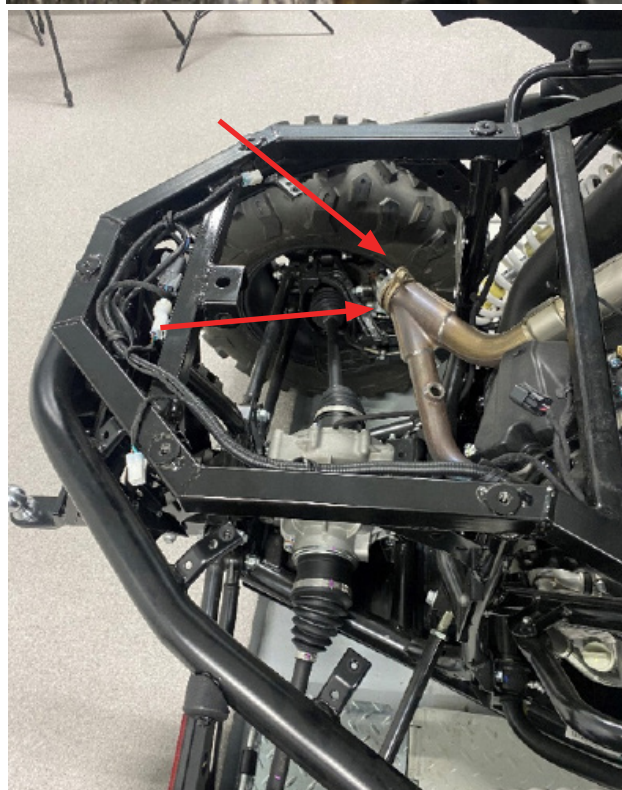
Remove the factory muffler, see the pictures below on where the brackets/hangers are located and where the header connects to the muffler there is a spring loaded coupling where you need to remove the bolts. On the new exhaust you re-use the springs but with longer bolts we supply.





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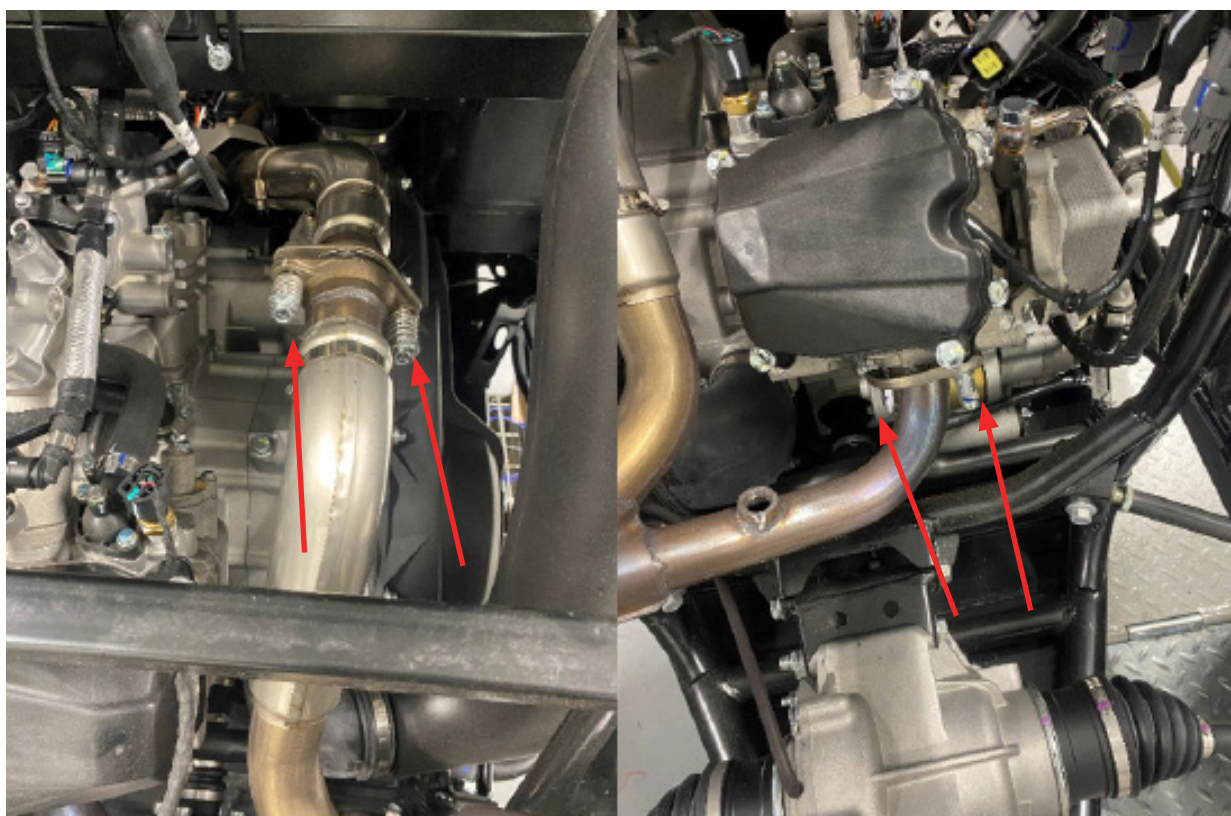
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Remove the plastics in the rear of the vehicle where the license plate sits (if your vehicle is road legal).

Remove the factory header pipe NOTE don't remove the first part from the front cylinder. Split the exhaust where the first coupling is. See pictures below. Also, remove the factory O2 Sensor using a 22 mm wrench. Be careful with the sensor.



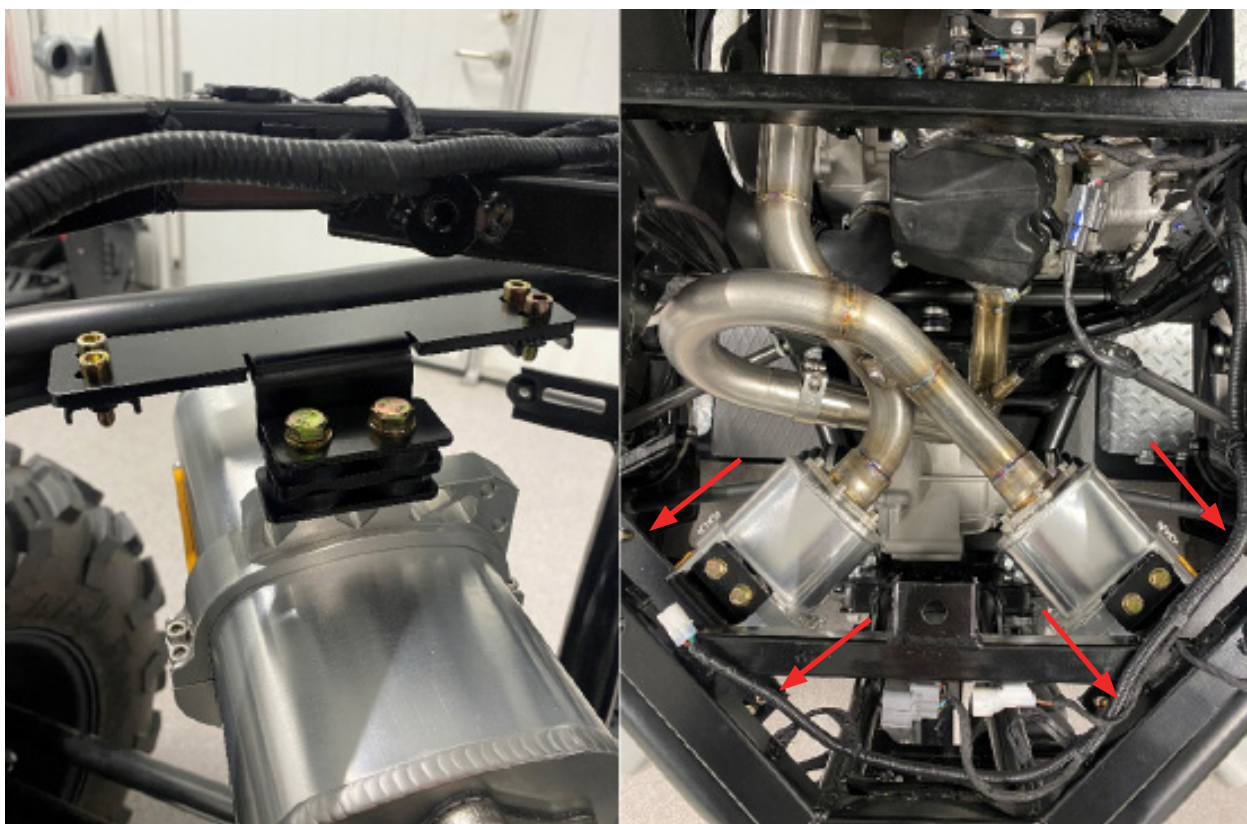
Install the 2 powdercoated brackets we supply, as the picture shows. The bolts that are being used are the M6 x 20 yellow plated, 2 of them don't need any nut as there are threads in the frame, and the other 2 will use the flange nuts supplied (yellow plated).



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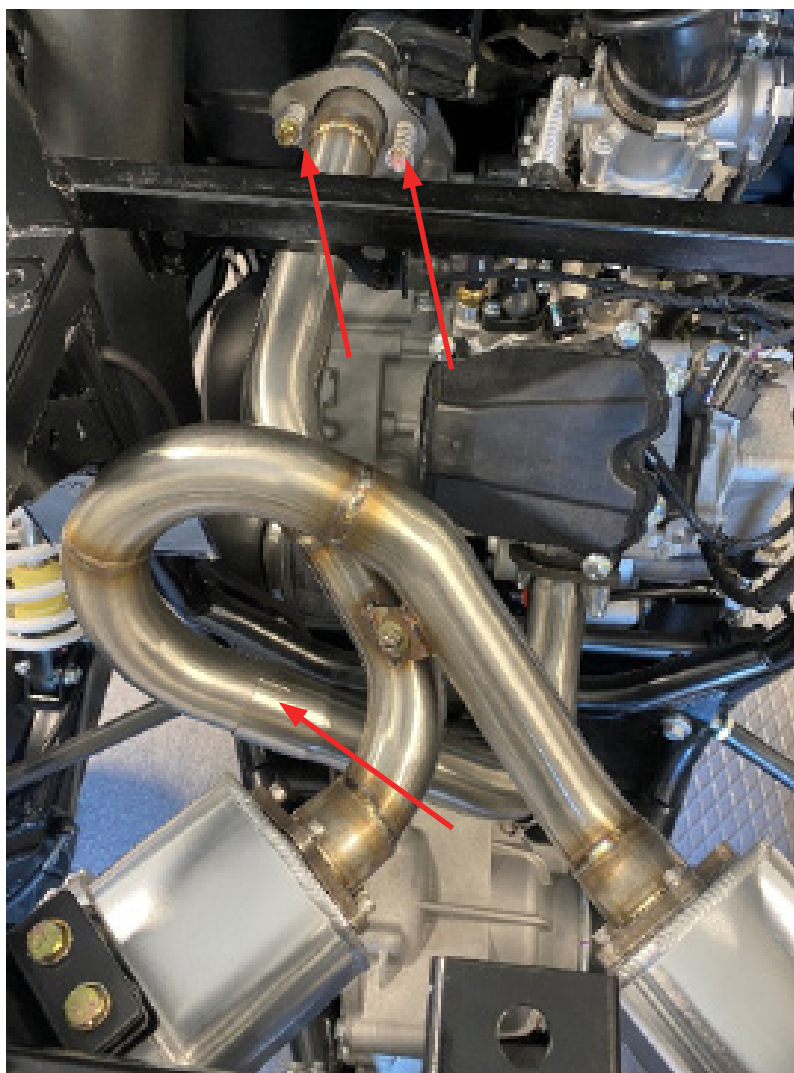


Install the header pipes as the picture shows (don't forget the stainless clamp on the pipe with a sleeve and slots). The center bracket on the pipes uses one M6 x 20 allen bolt with a flange nut on the backside. Don't tighten this down until everything is bolted up. Use the M8 x 70 hexagon bolts for the spring loaded coupling and washers. Use the factory flange nuts on the cylinder flange/pipe.

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Tighten everything down carefully (don't tighten it fully yet).

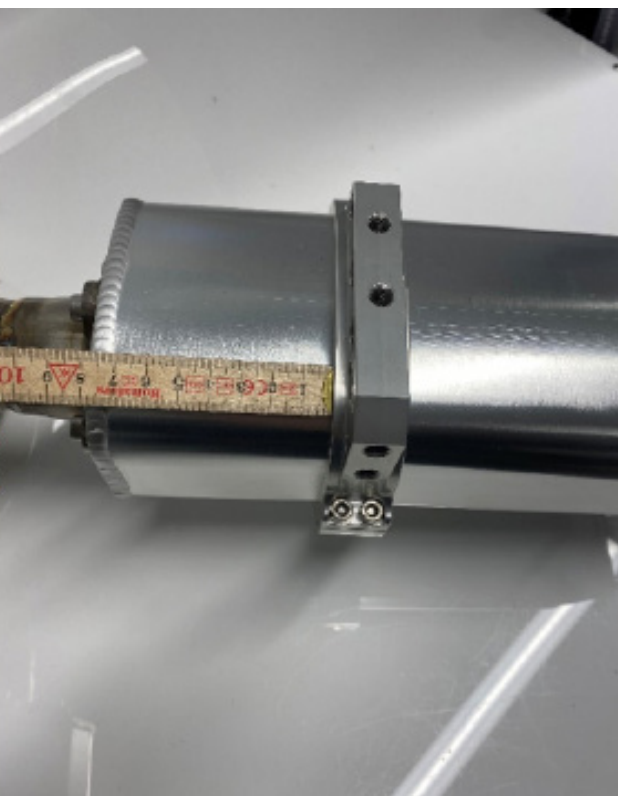
Install the CNC machined muffler brackets and measure the same as on the pictures below.

The measurement needs to be 80 mm from the end of the muffler to where the bracket sits. Make sure you install them in the correct direction also. Use the M5 x 16 stainless allen bolts with lock washers. NOTE use blue Loctite.

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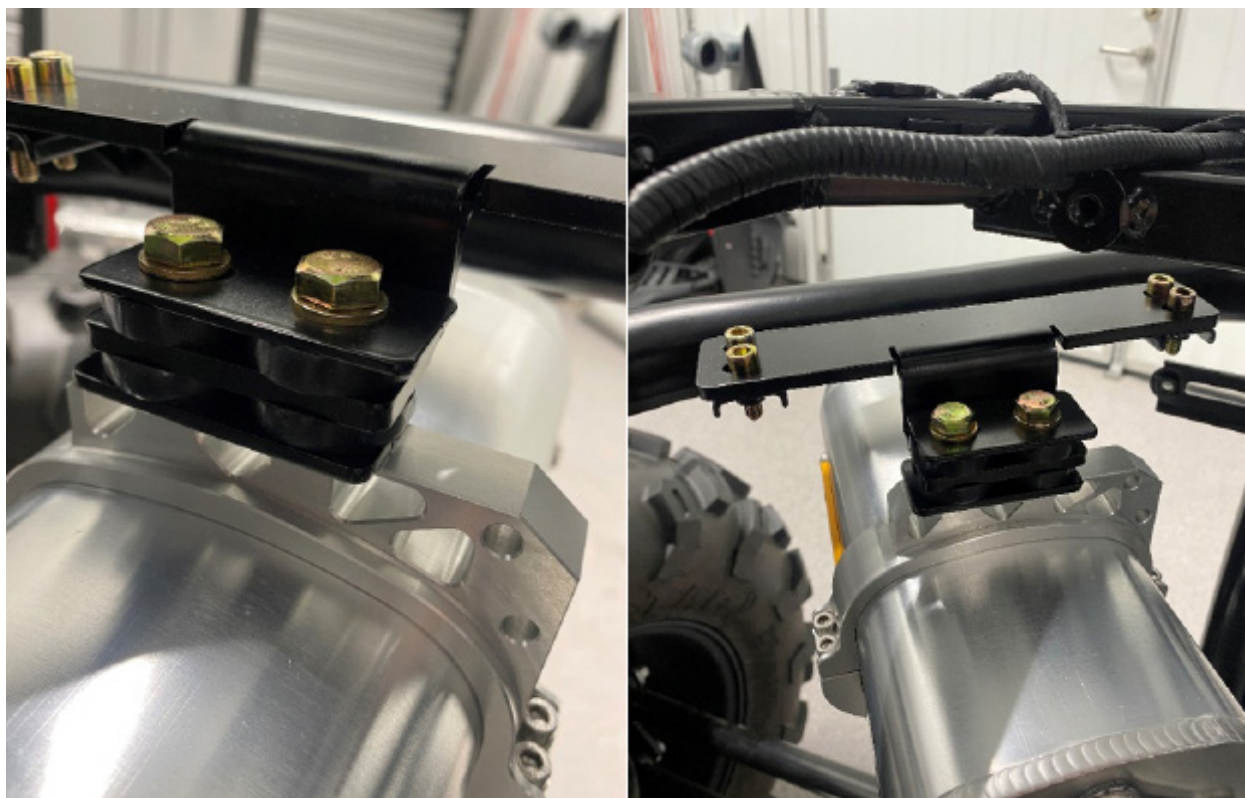


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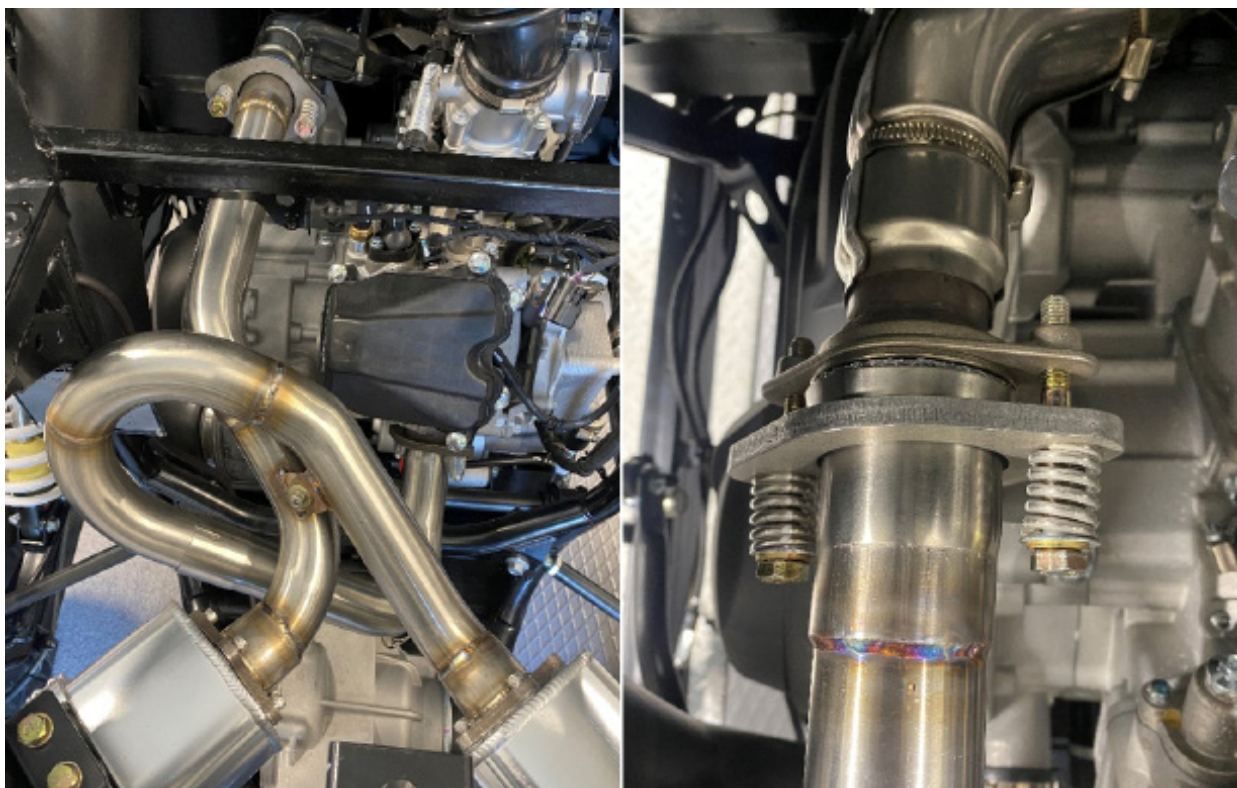
Install the mufflers in the frame and with the flanges, see the pictures on how to assemble the rubber bushings and square brackets. This is an important step, compress the bushings until they are about half their original thickness. NOTE the square washers are powdercoated in the picture. The production ones are in stainless. Don't forget to put the exhaust gaskets between the muffler and the stainless flanges.





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Tighten everything down, start the vehicle, let it idle for 5-10 minutes, then turn it off let it cool down and retighten all bolts.

For more information, email [support@rjwc.se](mailto:support@rjwc.se)

# **Important information about Fuel tuning**

The use of an aftermarket performance exhaust requires a crucial step - EFI tuning. RJWC Powersports exhaust systems must be accompanied by a proper re-flashing or use of an EFI Tuner to prevent the engine from running lean, which can result in engine damage. To guarantee a correct air to fuel mixture, make sure to adhere to the manufacturer's recommended settings for your fuel tuner.

Neglecting to properly tune the engine using an EFI tuner when using an RJWC Powersports exhaust will void the exhaust warranty. Any problems arising from the engine not running correctly, such as a lean condition or incorrect air/fuel ratio, will not be considered a valid warranty claim.

Please note that if your vehicle differs from the base model, additional modifications such as a different tune, turndown pipe, or other adjustments may be necessary to achieve a proper fit and optimal performance. All RJWC Powersports exhausts are designed and tested on stock-equipped vehicles.

