



Widetail Troublemakers

P/N 27405-3/4HKR & 27405-3/4DHKR

Big Dog Ridgeback/Pitbull (rigid rear), 300 Series Rear Tire, Right Side Drive, slash/scallop cut & chrome/Darkside

P/N 27406-3/4HKR & 27406-3/4DHKR

Big Dog Chopper/Bulldog/Mastiff (rear shock equipped) 250 Series Rear Tire, Right Side Drive, slash/scallop cut & chrome/Darkside

P/N 27407-3/4HKR & 27407-3/4DHKR

Big Dog K9/Mastiff (rear shock equipped), 300 Series Rear Tire, Right Side Drive, slash/scallop cut & chrome/Darkside

IMPORTANT: READ INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION.

WARNING! Due to the increased flow characteristics of Hooker exhaust systems, it will be necessary to have your carburetor tuned by a qualified Big Dog or S&S motorcycle mechanic. Carburetors can be tuned using an aftermarket jet kit.

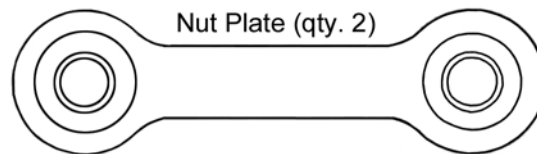
Tools Needed For Installation:

NOTE: Before removing the existing system, look over the stock mounts. You may need Torx or Allen sockets, depending on the model.

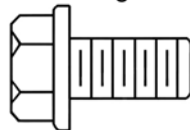
1/4" Drive ratchet
5/16" Nut driver

1/4" U-joint
Masking tape

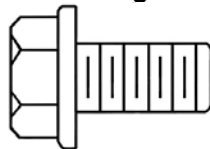
3/8", 1/2" & 9/16" Combination wrenches
Blankets or clean cardboard & clean shop rags



5/16" x 5/8" Flange Bolt (qty. 4)



3/8 x 16 x 3/4 Flange Bolt (qty. 2)



Before Beginning the Installation:

SAFETY NOTE: Be sure your exhaust is cool to touch and that your motorcycle is securely supported.

NOTE: If you are installing this kit by yourself, the rear of the lower pipe can be supported by a box.

NOTE: If using a lift, use tie downs to secure the bike, so you can't push it off. If the motorcycle is on the ground, make sure the side stand is secure and leave your bike in gear, so you can't push it off.

NOTE: Your existing and new Hooker system will easily scratch if you place them on concrete or a gritty floor. Place chrome parts on cardboard or blankets when the exhaust system is not on the bike.

NOTE: Before you remove the existing system, look for places that you will be working that are close to paint or chrome. Put masking tape on the frame, transmission cover, and foot pegs during the removal and installation to avoid damage. Always make sure the stock exhaust is cool to the touch before removing.

Removing the Existing Exhaust System:

1. Remove the exhaust flange nuts (1/2" socket with 1/4 drive ratchet and extensions works best) from both cylinder heads. Remove the exhaust from the stock mount bracket. Now, remove the mount bracket from the frame. You should now have a Big Dog with no exhaust or mount brackets.

NOTE: Remember to tape up the areas that may be scratched when the system is loose and being removed.

WARNING! Don't run your bike without the exhaust, as it could damage the engine.

Installing Your New Hooker Troublemaker System:

1. Inspect the compression gaskets in the ports of the cylinder heads. If they are damaged, burnt, or have soot-trails showing leaks, replace them with the gaskets included in your kit or Harley #170048-98 or 65324-83A. Most often the existing gaskets are in good shape and will re-seat to the new exhaust system. If you install new gaskets, be very careful to not damage them, as they are difficult (for beginners) to install. The thicker end of the gasket faces the engine.
2. On Ridgeback/Pitbull (rigid frame) models, install the rear bracket with two chrome 3/8" x 16 x 1" bolts & two locknuts to motorcycle frame in the stock location. Leave the bolts loose. Skip to step 4.
3. On Chopper/Mastiff/Pitbull/K9 models with rear shocks, install the rear bracket with two 3/8" x 3/4" flange bolts to the motorcycle frame at the stock location. Leave the bolts loose.
4. Install the lower pipe to the front cylinder head with the two existing flange nuts. Leave the nuts loose. Support the back of the pipe with a helper or the box.
5. Slide the nut plate into the rear mounting brackets. Install two of the supplied 5/16" flange bolts into the lower pair of holes in the rear bracket. Leave loose.
6. Place clean rags on top of the lower pipe, so the upper pipe can rest on it.
7. Install the upper pipe to the rear cylinder head with the two existing flange nuts.
8. Slide the nut plate into the rear mount on the pipe. Install the remaining two 5/16" flange bolts in the upper holes of the rear bracket. Leave loose. Pull the rags out.
9. Before tightening the mounting nuts and bolts, look at the flanges at the cylinder head to make sure the exhaust system is seating in the recess of the cylinder head port. You should be able to finger tighten the flange nuts and keep the same amount of threads exposed as they run down the mounting studs. This is important, so the system will tighten evenly and compress the gasket properly.
10. Tighten the bolts in this sequence:
 - Lift the rear mounting bracket at the back while tightening the mounting bracket to the motorcycle frame (55 ft./lbs. of torque).
 - Hand-tighten the four rear-mount 5/16 flange bolts snugly.
 - Tighten the flange nuts at the engine exhaust ports with a quarter drive 1/2" socket and extensions. Tighten the nuts approximately one turn at a time back and forth from side to side. Do not tighten one side fully before tightening the other side. This will put the flange in a bind, and may damage the cylinder head.

NOTE: It is difficult to put a torque value on the exhaust flange-nuts. It is better to limit the size tools used. We recommend using a palm-sized 1/4" drive ratchet and keep the head of the ratchet in your palm. Gaskets will seat well in a range of 10-15 ft./lbs., which is far less than the max torque for this size fastener.

- Finish tightening the four rear mounting 5/16" bolts. (Slightly adjust the gap between top and bottom pipes during this step.) Since you won't have room for a torque wrench, use a combination wrench and shoot for 25-30 ft./lbs.

NOTE: Wipe hand prints and grease off of system.

NOTE: Put the bike in neutral and start the engine. Listen for a ticking sound at the flange. If the system leaks, remove and replace the gaskets.

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