



**P/N 27607HKR**  
**2 into 2 Upswept System for 1984-2000**  
**Softail® models with 96+ c.i. motors**

**IMPORTANT: READ INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION.**

**Tools Needed For Installation:**

- 1 - Box Open 1/2" Combination Wrench
- 1 - Box Open 9/16" Combination Wrench
- 1 - 1/2", 9/16", & 3/4" Socket
- 1 - 9/16" Socket
- 1 - Med. Stubby Standard Screwdriver
- 1 - Tube High Temperature Silicone Gasket Sealer
- 1 - Tube Loctite #277, Permatex Threadlocker, or equiv
- 1 - 3/16" & 5/16" Allen Wrench
- 1 - 3/8" Drive Ratchet
- 1 - Long Extension

**Parts Included List:**

- 2 - 2 Headpipes w/ heatshields
- 2 - Tuned Flow® Mufflers
- 1 - Muffler Mounting Bracket #87034
- 2 - L/R Foot Peg Brackets #87033
- 2 - Exhaust Gaskets
- 2 - Circle Clamps
- 6 - Stainless Steel Hose Clamps
- 2 - Flanges
- 2 - 1/2"x3/4" Hex Head Bolts
- 2 - 3/8"x1 1/2" Carriage Bolts
- 4 - 5/16" x1" Carriage Bolts
- 2 - C-Clips
- 2 - Muffler Clamps
- 5 - 5/16" Nut
- 1 - 5/16"x1 1/4" Bolt
- 2 - 5/16" Flatwashers
- 2 - 3/8"x1" Bolts
- 8 - 5/16" Flatwashers
- 4 - 3/8" Lockwashers
- 5 - 5/16" Lockwasher
- 2 - 3/8" Nuts

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

**Installation Procedure - Please Read Carefully:**

**NOTE:** Use Loctite on all nuts and bolts.

1. Remove the exhaust system and install the new gaskets (supplied).
2. Remove the stock passenger foot pegs. Passenger foot pegs are relocated with L/R Foot Peg Brackets (#87033) in Figure A, using 1/2"x3/4" hex head bolts. Omit the lockwasher.
3. Mount the passenger pegs and bracket assemblies to the chassis using stock bolts.
4. Install the muffler mounting bracket (#87034) to the chassis using 2 -3/8"x1" bolts and lockwashers supplied (**Figure A**).
5. Install the header pipes for a trial installation and check clearances. Lightly tighten the 5/16"-24 flange nuts. Adjust the circle clamps to align the tabs so that 5/16"x1 1/4" bolts is installed through the 2 circle clamps snugly (**Figure B**). The circle clamps are aligned so that no distortion of the circle clamps can occur from misalignment (heatshield hose clamps can be loosened to make the adjustment of the circle clamps easier). Check all hose clamp heads for clearance and least visible head location. Remove the header pipes (if necessary) to make adjustments to the hose clamps/circle clamps. Position for clearance, and then retighten.
6. If removal was necessary, reinstall the header pipe, starting with the front pipe first. Repeat for the rear pipe.

**NOTE:** Positioning of rear pipe should have 5/8" clearance between rear pipe and gear cover (**Figure D**).

7. Slide muffler clamp onto muffler, apply high-temp silicone to the inside of the muffler inlet. It may be necessary to loosen the heatshield hose clamp at the end of the headpipe to allow clearance to install the mufflers. Install the muffler on the headpipe all the way forward (about 1 1/2"). Do not forget to have the 5/16"x1" carriage bolt heads located in the channel bracket at the muffler (**Figure C**).
8. Locate the muffler clamp on the muffler so that the slots in the muffler are concealed by the clamp.

**NOTE:** Placement of the muffler clamp too far toward the rear of the mufflers can prevent adequate clamping force. The 1" wide muffler clamp should just cover the rear most portion of the slots.

9. Rotate the muffler clamp so that the 3/8"x1 1/2" carriage bolt with lockwasher and nut is clear of transmission cover. Leave loose.
10. Install the lower muffler in the same manner. Position mufflers for an even 5/8" clearance between mufflers (**Figure D**).
11. Confirm clearances obtained in step 5.
12. Tighten the 5/16"-24 flange nuts to the heads to the correct torque specs, starting with the rear pipe first and maintaining correct clearance at the gear cover (**Figure D**). Repeat for the front pipe.
13. Tighten the 5/16"x 1 1/4" bolt at the two circle clamps (**Figure B**).
14. Position the megaphone so that the channel bracket is flat against the muffler mounting bracket.
15. Tighten the nuts on the four 5/16"x1" carriage bolts holding the muffler to the muffler mounting bracket (#87034) while maintaining clearance between the megaphones (**Figure D**).
16. Tighten the muffler clamps. Retighten the heatshield hose clamps.
17. Check and relocate the routing of fuel lines, clutch cable, and/or wiring to prevent melting by exhaust pipes.

**WARNING:** Check available ground clearance (it may be less with your new exhaust). Lowered motorcycles require special attention. Care must be taken when cornering to avoid contacting pavement. Clean any oil or residue from the pipes before starting the motorcycle to prevent staining. Re-jetting of the carburetor will probably be required as Hooker Headers flow better than stock pipes.

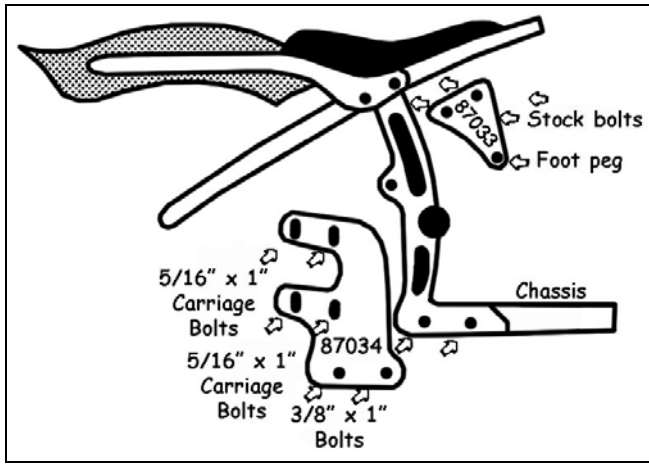


Figure A

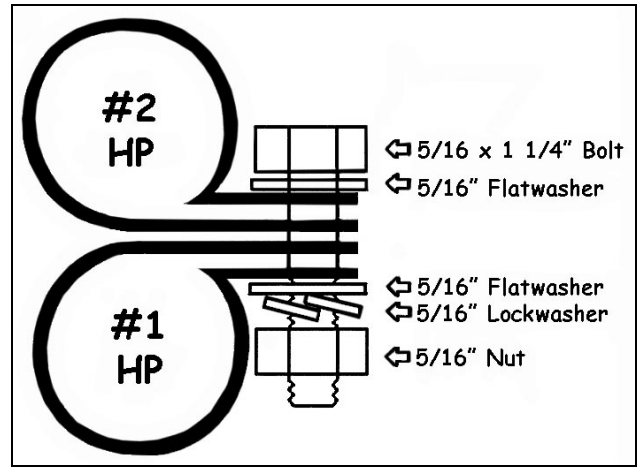


Figure B

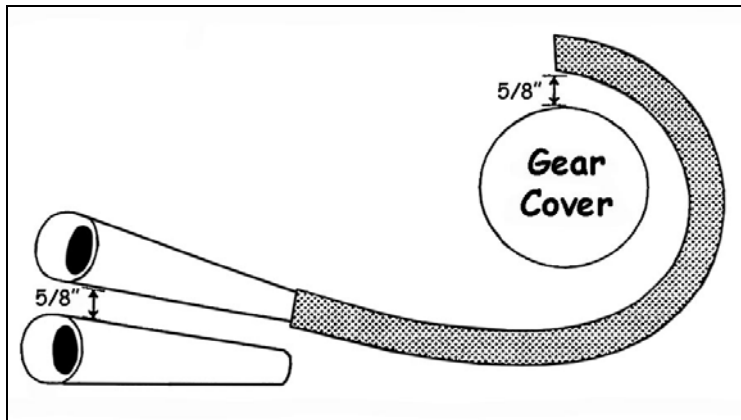


Figure C

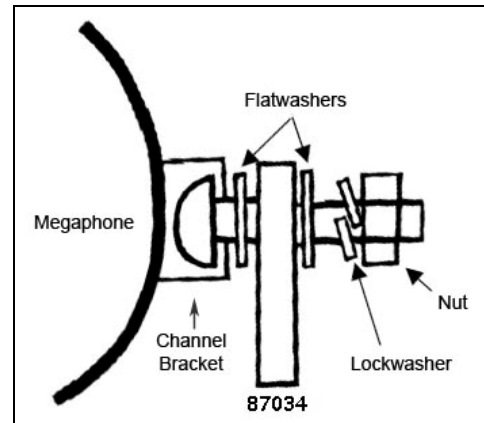


Figure D

### Adjusting of the Hooker Tuned Flow® Turns:

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

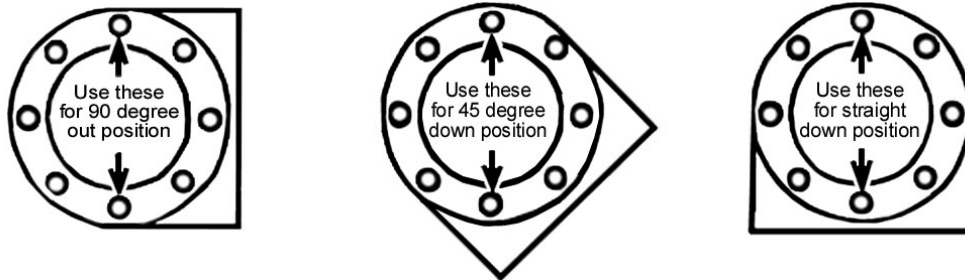


Figure C

### Adjusting of the Hooker Tuned Flow® Muffler:

1. Loosen the socket head bolts located in the aluminum ring at the end of the muffler approximately 5 turns using a 3/16 allen wrench. Alternate back and forth between each bolt 1/2 turn at a time to keep from binding.
2. Using your fingers, pull the center barrel of the muffler approx. 1/8" towards the back of the motorcycle and rotate to the desired setting. If warm, use a rag or gloves.
3. By rotating the exhaust barrel and aligning the notch in the barrel with the index marks in the aluminum ring, power band can be adjusted. The H setting will bias the power towards High RPM Horsepower while the T setting will provide more Low RPM Torque. The muffler is infinitely adjustable between these two settings.
4. To lock the exhaust barrel into the position, turn the socket head bolts clockwise 1/2 turn at a time until tight. Torque to 100 in./lbs.

Hooker Technical Support: 1-866-GOHOLLEY