

Moss # 904-259
Instructions
Good-Win-Racing Mid-Pipe

Spray WD-40 on the nuts of old exhaust flange nuts.

Squirt some soapy water in and around the lower portion of the rubber exhaust hangers.

Remove the nuts on the old exhaust flange using a 14 mm deep socket or whatever fits (if you don't have a deep socket, you can use a regular socket, however the ratchet won't seat all the way down on the socket, so you have to hold it straight using two hands). Note: the exhaust pipe will support itself during the change over.

Coax the rubber support bushings off the old muffler using a piece of wood (1"x1/2"x6"), dandelion tool, or really BIG screwdriver; (that will make sense when you start doing it). After you get one side off, support it with a box or something and do the other side. Remove stock muffler. Remove old muffler gasket.

Slip muffler onto new rubber bushings. Fit new gasket and bolts, lock washers and nuts (don't forget the gasket). **IMPORTANT**...getting a flat good seal on the gasket starts with getting proper alignment of the flanges. Get the flanges nice and flat together **BEFORE** you put the bolts in. Folks often use the bolts to jack the flanges into alignment and that is a formula for uneven gasket pressure which could cause a leak after the system heats up (causing dramatic increase in sound when hot). Instead, you should get your flanges lined up and flat so that you can finger tight the bolts **BEFORE** you even pick up a wrench. Then you take turns **SWITCHING** from one side to the other with your wrenches so that you get your torque nice and even on the bolts (this is

similar to the proper method of installing lug nuts on the wheels of your car). By taking your time you will end up with even pressure on the gasket and a nice complete seal.

Tighten nuts uniformly and firmly to approximately 30 foot pounds.