

By
KERN
PREMIUM EXHAUST



By Kern Premium Exhaust mounting instructions and user manual!

For Harley-Davidson Dyna motorcycles produced from 1999, 2008 and 2010.

FXD, FXDX, FXDL, FXDWG, FXDS-CONV, FXDXT, FXD/I, FXDX/I, FXDL/I, FXDWG/I, FXDC, FXDCI, FXDI35, FXDBI, FXDLI, FWDWGI, FXDB, FXDF

Welcome!

If you are reading this now, then you managed to open the wood-box successfully. This means two things. First of all, we do not go into details here on how to open the package; second, we suppose that you are capable of carrying out some minor actions that will be needed here. We created our product user friendly, you do not need to deal with the settings, your new exhaust is the ready to install, tuned and pre set.

By Kern exhausts can be mounted to replace the original manufactured exhausts. The only terms for the trouble free mounting that you need to have an original exhaust downpipe on your bike.

All characteristics of the By Kern Exhausts are tuned for the manufacturer's original engine settings, if the settings are different from that, then if you use the exhaust in „Street“ setting, you may find a decrease in the engine's performance.

Why don't you install it now?

1.

As a first step, let's prepare all the ingredients. We will need a bike to which you want it to be installed, for the disassembly you will need an inch tool and for the assembly some metric tools (I will not specify this), and 2 pints of beer. ☺

2.

SAFETY FIRST! Wait until your bike cools down so that it does not feel warm with your hands. Otherwise you might get burnt, and swear like a trooper.

3.

Remove the original exhausts. These are held by two screws and a clamp (see picture 1) on traditional models (for example: Street Bob). Usually I start by loosening the clamp, if there is rust around it, use some screw releaser spray. I also loosen the heat protection panels of the downpipes, but I do not remove them. After this, you will find the console fixing screws on the inner-bottom part of the exhaust, remove them and put away, you will need them. Also set aside the fixing clamps, we will also use them. For exhausts that have new design and layout (for example Fat Bob) fixing is different. On

these there is a long locking screw on the inner part of the exhaust, you will need this by mounting, and another smaller screw that connects the two parts on the mufflers, this will not be necessary anymore. All the other clamping and heat protection procedures are exactly the same as for the one mentioned above. Now you can pull down the mufflers, but do not hammer them, just gradually pull and twist them downwards. Be careful to not let the downpipes move too much, otherwise you might ruin the exhaust seal by the choke. So, just softly! If you are ready with this then you are half done with the installation. Take aside the old exhausts, just not too far away.

4.

Now you can start to mount the exhaust, so reward yourself to open a beer. Now clean all those areas of the bike what are covered by the old exhaust. There are certain Harley models, depending on the year of manufacturing, where there is an exup valve move by a little electric motor. This little electric motor should be removed, and fix the valve in open position, there are several methods to do this, it's up to you which one you choose. After this step there will be an error message appear on the dashboard, what easily can be deleted by qualified motorcycle garage. Place a soft towel or blanket under the bike and put the pair of exhausts on it, both in the position where they belong. Be careful, these two exhausts are not the same; it does matter where they are installed. The longer wire belongs to the rear cylinder, the shorter one to the front cylinder. Place the manufacturer's fixing clamps to the chunks of the new exhaust, and then pull the pipes to their positions. Wriggle the locking screws, after adjusting them you can tighten them. Upon demand, if there was a heat protection by the manufacturer on the exhaust, you can replace them to the By Kern exhausts. Then tighten the screws of the locking clamp and adjust the heat protectors of the downpipe and tighten the clamps, check if the system is loose by the choke. Fix the tone switcher to its place on the left side of the frame. If it's done, lace up the cables by the lower frame tube, then hook up the cables into the switcher. But make sure it does not contact with any hot part. Do not tight too much, it might obstruct the right working. When these are all done, try the system, first with the engine turned off in the way described below.

5.

You must be all through this part, and you know well what happens when you turn the control lever, I describe it anyway. The control lever has two positions, it cannot be in a middle position and cannot working in that. The interior trim of the exhaust is such that both the 'Street' and the 'Sport' positions must be in their end positions. This is a terms of durability. That's why has been designed in this way. In the package you find the switcher in 'Street' position, when you turn the lever to 'Sport' position, a little button turns up when in the proper position. This locks the system and will not let switch. If you wish to use the system in 'Street' function again, just push this button and let the lever slam to its base position. Do not damp the movement of the lever by hand; it needs to slam for proper functioning! (If it tight you can help gentle by hand) If the system works with the engine turned off, and the valves work fine in both positions, then you can start the engine. If it works fine then in 'Sport' position it will be louder that in 'Street' position, this is what you wanted! Now you must be smiling with satisfaction, if yes, open the second beer and get ready for dry facts.

6.

Now let me turn to the official part. The functioning of the system is as follows. The control lever has only two positions 'Street' and 'Sport'. In accordance with EU law 97/24 on exhausts the e7 certificate

of the system is valid when it is switched to 'Street' position. The 'Sport' function can be only used on your own responsibility. Warranty does not cover discolouration. The exterior surface of the polished exhaust might change its colour because of heat; however it will keep its shine. This discolouration is typical of the stainless material that is used here. This can be removed by DIY polishing, unlike in case of chromed surfaces, repeated polishing will soften or terminate discolouration. The exhaust contains moving parts; all failures of these can be repaired exclusively in our workshop. You can send us the broken parts by the dealer.

7.

Terms and conditions of warranty / limited warranty

We provide 24 month guarantee for the constructive parts of the exhaust from the date of your purchase. All exhaust are delivered in fully assembled state to the customer. In any case of problems, please do not try to fix it, otherwise you lose the guarantee. All repairs only made by By Kern Limited company. During the guarantee repair process if we notice that you have tried to fix it, we are going to charge you for the whole repair cost.

Conditions concern the painted exhaust:

There are 12 month guarantee for the paintwork from the date of the purchase. That means during this time it will not peel off, cracked or discolouring. To retain the paintwork in good condition, please observe the following instructions:

Clean the exhaust only when it is cold. Do not use any solvent, rather use car shampoo. Do not use scrubber, scouring pad or jet washer (pressure washer). Sludge or other heavier dirt easily removable if you soak it and later just wipe it off with a soft cloth or rag. The paintwork will be fixed on the surface after the first use, the heat activates it, so please treat it carefully until that time. If you will follow instructions above, you will enjoy your exhaust for long time.

The bad news is that now that you drank two beers you can go and try your bike only tomorrow. 😊
But you can place your old exhaust to the package as something to remember.

We hope you will have lots of pleasure to use these exhausts.

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Best regards,

Peter Kern