

*By*  
**KERN**  
**PREMIUM EXHAUST**



## By Kern Premium Exhaust mounting instructions and user manual!

For Harley Davidson Touring motorcycles produced from 1999.

FLHT, FLHTK, FLHTI, FLHT/I, FLHR, FLHRI, FLHRC, FLHRCI, FLTR, FLTRU, FLTRI, FLHTC, FLHTCU, FLHTCI, FLHTC/I, FLHTCUI, FLHRS/I, FLHRS, FLHR, FLHRI, FLHR/I, FLTRI, FLHX, FLHXS, FLHX/I, FLHTCUSE, FLTRX,

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 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. Usually I start by loosening the clamp, if there is rust around it, use some screw releaser. 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 at the end of the exhaust, below the boxes, remove them, you will not need them. But the fixing clamps should be set aside, we will use them. 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 expul 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 (picture 1) are not the same; it does matter where they are installed. The longer cable belongs to the left muffler, the shorter one is to the right muffler. The switch should be under the seat on the right. (picture 2). Take off the right passenger footrest and then place the switcher under it. Take the footrest back with its original screws. 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. Adjust the heat protectors of the downpipe. Check if the system is loosen by the choke. Lace up the cables (picture 3) but make sure it does not contact with any hot part. You need to lace the left exhaust cable through the belt protector. For this you need drill a hole at the marked position. (picture 4) Hook up the cables into the switcher. (picture 5) When you are done with this, fix the cable to the frame with the attached cable tie, but do not tighten it 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.

Manufacturer and dealer:

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Best regards,

Peter Kern