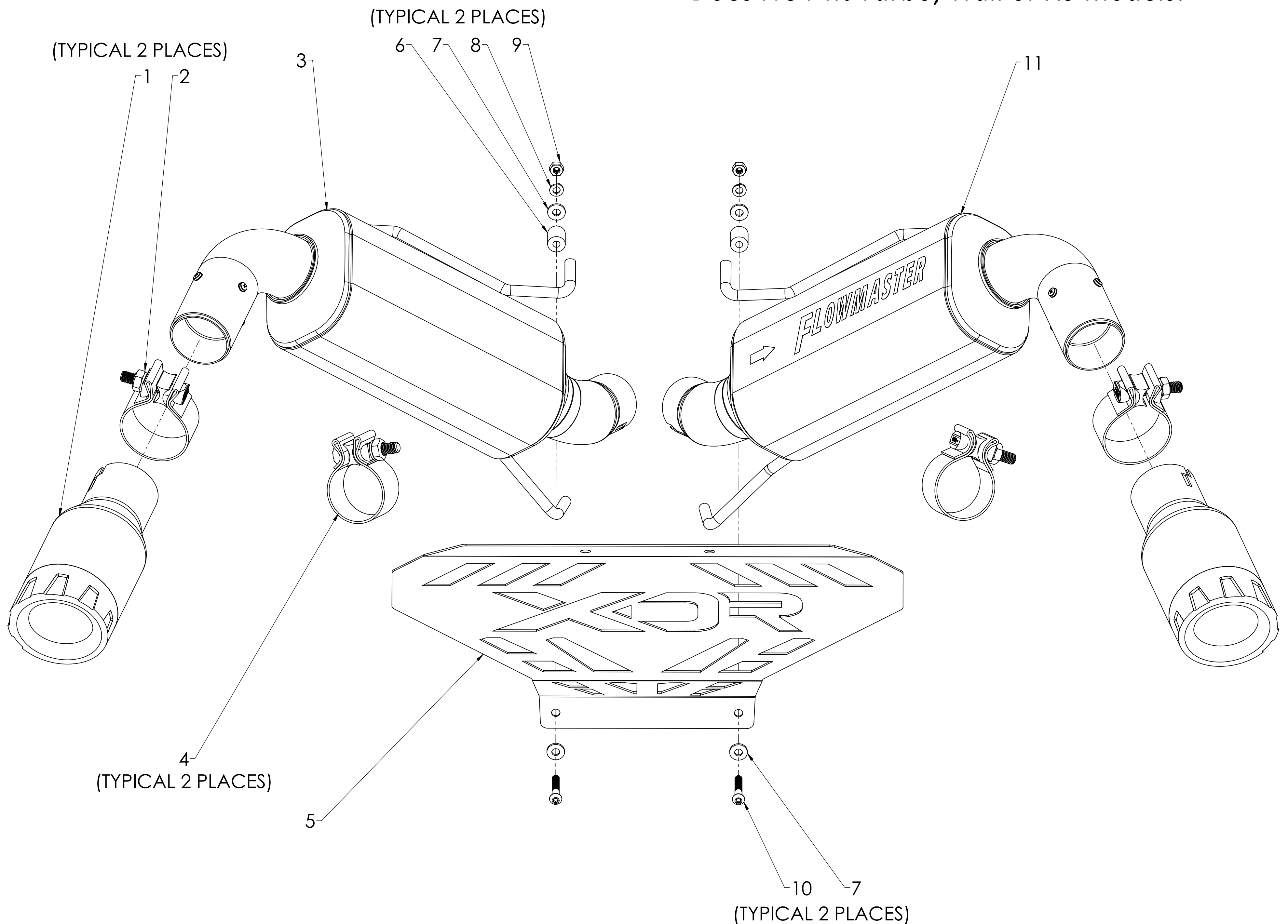


7202

2013-18 CAN-AM MAVERICK 1000, MAVERICK MAX 1000 NORMALLY ASPIRATED ENGINE

Does NOT fit Turbo, Trail or X3 models.



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	ST473	EXHAUST TIP, BRUSHED BODY/ BLACK END 3-1/2" x 2-1/4"	2
2	MC225BS	CLAMP, 2-1/4" STAINLESS	2
3	12412409-498	LEFT MUFFLER ASSY	1
4	MC178BS	CLAMP, 1-7/8" STAINLESS	2
5	HS118	HEATSHIELD	1
6	HW519	SPACER, 5/8"OD x 3/4" L x 1/4" ID NYLON	2
7	HW333	FLAT WASHER, 1/4"	4
8	HW332	LOCK WASHER, 1/4"	2
9	HW124	NUT, 1/4-20	2
10	HW270	SCREW, 1/4-20 x 1-1/2"	2
11	12412409-497	RIGHT MUFFLER ASSY	1

NOTE: THIS EXHAUST SYSTEM IS INTENDED FOR COMPETITION (CLOSED-COURSE) USE ONLY! IT IS NOT LEGAL FOR USE ON PUBLIC ROADS OR TRAILS.

REVIEW THE INSTRUCTIONS AND VERIFY THE KIT CONTENTS:

1. Please take a moment to read and understand these instructions before installing your XDR exhaust kit.



2. Use the parts drawing and list (front page) to verify your kit's contents.

In the unlikely event that any parts are missing, please contact Flowmaster Technical Support for replacements.

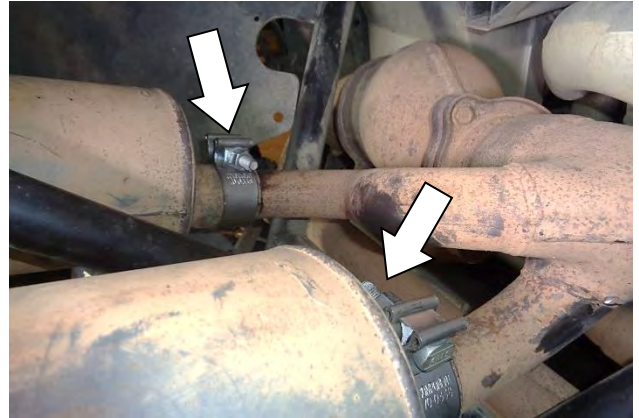
MATERIALS REQUIRED

- Penetrating oil
- Anti-seize compound (Permatex Nickel or similar)
- Grease

REMOVE THE FACTORY EXHAUST SYSTEM:

WARNING

Avoid serious burns! Allow the exhaust system to cool completely before removing the factory exhaust system.



3. Remove the left and right muffler clamps.



4. Pull each muffler off of the vehicle. Penetrating oil can help free them from the exhaust pipes and rubber hangers.

ASSEMBLE AND INSTALL YOUR XDR EXHAUST SYSTEM:



5. Apply anti-seize compound to the bolt threads on the two smaller (1-7/8") clamps (4).



6. Slip a clamp over each exhaust pipe.



7. Grease the two mount rods on each muffler. Install each muffler (3, left; and 11, right) onto its exhaust pipe, while pushing its two mount rods into their rubber hangers.



NOTE: A pry bar may be used to align the vehicle's exhaust pipes with the muffler inlets.

CAUTION: Use pry bar with care!



8. Note the locations of the two Z-notches (180° apart) on each muffler inlet.



9. Align the clamp so that its gap is NOT aligned with either Z-notch (that is, the clamp band covers both Z-notches), then tighten the clamp.



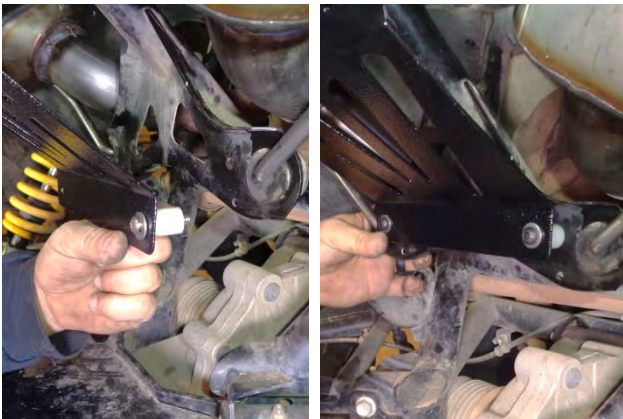
10. At the middle of the tail-light support tube (behind the "BPR" medallion), remove the two bolts and nuts, and only the two outer fascia clips (that is, just the clips under the bolt heads).



11. Assemble the bolts and fascia clips to the holes at the top of the heat shield (5).



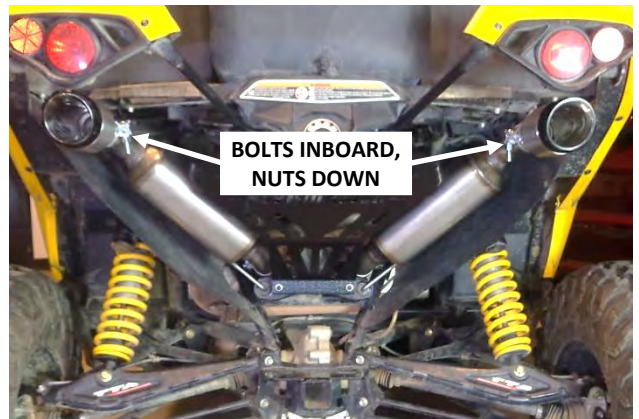
12. Insert the 2 bolts through their holes in the tail-light support tube, then hand-start (but do not yet tighten) the nuts.



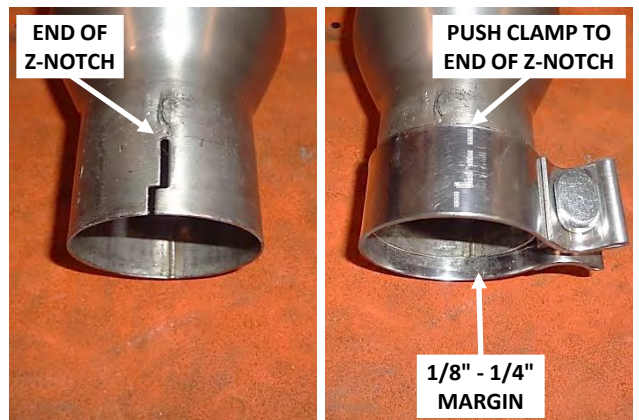
13. Fasten the bottom of the heat shield to the frame at 2 places, using screws (10) and flat washers (7) (on the heat shield side); nylon spacers (6) (between the heat shield and the frame); and flat washers (7), lock washers (8) and nuts (9) (on the frame side). Once both nuts have been started by hand, tighten all heat shield fasteners (4 places).



14. Apply anti-seize compound to the bolt threads on the two larger (2-1/4") clamps (2).



15. Note that, at Step 17, the tip clamps will be installed with the bolts inboard and the nuts pointed down.



16. With that note in mind, install a clamp on each exhaust tip (1). For best retention, push the clamp just to the end of the Z-notch, leaving 1/8" to 1/4" of the clamp extending past the tip opening.



17. Push each tip onto its pipe until the tip flare is flush with the tail-light bezel. Orient the clamp bolts inboard and the nuts down (per Step 15). Also, keep the rear edge of the clamp just over the end of the Z-notch (per Step 16). When each tip is in place, tighten its clamp.



Congratulations, the installation of your XDR exhaust kit is now complete!

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE





SPARK ARRESTOR MAINTENANCE for FLOWMASTER / XDR ATV & UTV EXHAUST SYSTEMS

Flowmaster ATV and UTV exhaust systems are equipped with US Forest Service-qualified spark arrestors, which are designed to prevent the discharge of sparks from the exhaust pipes.

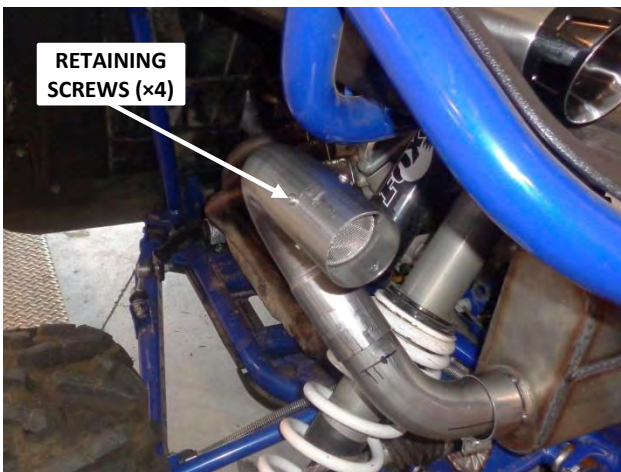
Spark arrestors must be inspected and cleaned periodically to prevent clogging and deterioration, which can adversely affect the performance of both the spark arrestor and the engine.

WARNING

Avoid serious burns! Allow the exhaust system to cool completely before inspecting the spark arrestors.



1. Loosen the exhaust pipe tip clamp and remove the tip.



2. Remove the four retaining screws and washers.



3. Remove the spark arrestor screen.
4. Soak the screen in carburetor cleaner or oven cleaner to loosen carbon buildup.
5. Clean the screen using a wire brush.
6. Inspect the screen for wear or damage.

WARNING

Replace any spark arrestor whose screen is worn or damaged. Call Flowmaster for replacement parts.

7. Reinstall the spark arrestor screen and exhaust pipe tip. (Installation is the reverse of removal.)

NOTE

Do not operate the vehicle unless serviceable spark arrestors are installed.