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Triumph America / Speedmaster Slip-on 561-12

1. Disconnect negative battery terminal and turn fuel off.

For Carbureted Motorcycles, Injected models move to #11:

2. Remove air pipes in head, Disconnect rubber hoses, do not discard copper washers.
3. Remove rubber hoses from left carburetor vacuum port and air pump lines at the pump.
4. Place vacuum cap provided in the manifold port.
5. Plug air pipe holes (In the cylinder head) with the socket head cap screws provided and the copper washers from step 2.
6. Drain and remove float bowls.
7. Replace pilot jets with the .045 jets provided.
8. Replace main jet with .105 jets provided.
9. Remove carburetor tops. Place .020" shims under the slide needle. Use extreme caution with slide diaphragms, especially when installing. Make sure the diaphragm is seated in grove.

- 10.** Lightly seat air/fuel adjustment screw by turning clockwise. (Do not over tighten, over tightening will damage carburetor body). Turn adjustment screw counterclockwise 3 turns.
- 11.** Remove passenger peg mounts.
- 12.** Remove the factory mufflers (Retain the stock mount isolators).
- 13.** Open box and inspect the mufflers (No warranty for cosmetics after the system has been installed).
- 14.** Install the mufflers on each side using the stock isolators. Do not tighten at this time.
- 15.** Install the passenger peg plates. Be sure the washer for the lower plate is in place. Do not tighten at this time.
- 16.** Check the alignment of the mufflers.
- 17.** Tighten the clamps at the headpipe to 120 in.lbs.
- 18.** Tighten the passenger peg mounts.
- 19.** Clean pipe with glass cleaner to remove all fingerprints.
- 20.** Injected models use Triumph download #020184
- 21.** Reconnect the battery and turn the fuel on.
- 22.** Run the bike and check for leaks.
- 23.** Carbureted models: You will probably have to readjust the idle. Do so after motorcycle has reached operating temperature.