

#8912

SPORT MUFFLER

You may find it tricky to keep the rubber #8913 O-ring seated on the lower lip of the #8912 top muffler half. Here are some tips to help you.

To keep it from "rolling" off, stretch the O-ring a few times and coat it with a small amount of Associated silicone diff lube. This enables the O-ring to fit over the lip without twisting.

If the O-ring still wants to unseat during assembly, try lightly coating the lower lip of the #8912 top muffler half with diff lube, too. This should let the two halves of the muffler slide snugly together with the O-ring, forming a perfect seal between them.

NOTE: Before fully tightening, be sure the exhaust outlet tube on the #8912 top muffler half and the engine mounting flange on the #8912 lower half face in **opposite** directions.

After you mount the muffler to the engine, you may need to rotate the upper muffler half slightly to allow the exhaust tube to exit through the opening in the rear shock tower. Then you can fully tighten the assembly together with the #8915 screw and

