

ENDO'S™ SPARK ARRESTORS

Thank you for purchasing the Pro Moto Billet Spark Arrestor end cap. We're sure you will be pleased with your purchase.

Instructions: 2010 CRF250R (PMB-01-1107)

Parts List: (1) end cap base, (1) nozzle, (3) M6 bolts, (8) self-tapping screws, (1) spark arrestor screen

Tools that you will need during the installation:

NOTE: If you do not have these tools, have your dealer install the endcap for you.

Drill and 13/64" drill bit
Silicone sealant
Heat Gun
Center punch
Hammer
Hacksaw

**Silent inserts available!
Reduces noise by up to 4db!**

You will not be able to re-use the stock end cap after installing this product! Read the instructions carefully before starting this installation. If you are not comfortable performing the work involved, have your dealer install the end cap for you.

1. Remove exhaust pipe from the bike and clamp the mounting tab securely in a vise. Place protective material between the vise jaws and the mount to prevent any marring of the aluminum mount.
2. Use a 13/64" drill bit, to drill out the rivets that hold the stock end cap in place; make sure to remove the head of the rivet. **Figure 1a**
3. Use a center punch and a hammer to push the remainder of each rivet through the hole and out of the stock end cap.
4. Once again, you will not be able to re-use the stock endcap, so drilling or bending it will not effect the finished installation. However, be careful not to bend the canister as this may interfere with the finished installation. Using the heat gun, heat the muffler canister where it is joined to the stock endcap. This will loosen the factory sealant.
5. Remove the stock end cap by gripping it with a pair of pliers/channel locks and tapping lightly with a rubber mallet. Be sure to apply even pressure and do not damage the pipe. **Figure 1b**



Figure 1a



Figure 1b

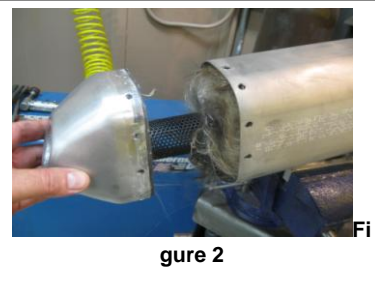


Figure 2

6. Carefully slide the end cap and perforated inner core out of the packing material. **Figure 2**
7. Remove all pieces of the old rivets from the packing material inside of the muffler canister then carefully remove the packing material. You will re-use the material, so keep it in its bag. If the bag tears during removal, carefully tape it together with masking tape prior to re-installation.
8. Separate the aluminum portion of the end cap from the steel inner core as shown in **Figure 3a and 3b**. (heat may be required)



Figure 3a



Figure 3b

9. Use a hacksaw or bandsaw to cut the curved end of the inner core tube flush to the outside base of the inner core. Be sure to leave the perforated inner tube intact. **Figure 4a and 4b**

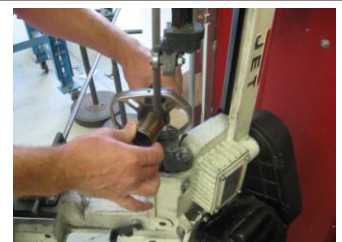


Figure 4a



Figure 4b



Figure 5

10. Smooth out the bag of fiberglass packing material and wrap it tightly around the perforated inner core.
11. Install the perforated core and fiberglass packing into the muffler canister. **Figure 5.**
12. Apply some high temperature silicone sealant to the outer stepped portion of the end cap, and a generous amount to the surface where the perforated inner core will be retained. **Figure 6** You must use high temperature silicone to prevent vibration and damage to the canister.



Figure 6

13. Install the new end cap receiver; the inner core should fit inside of the end cap and the end cap should fit inside of the canister. **Figure 7**



Figure 7

14. Lightly tap everything together with a rubber mallet and use a piece of cardboard or similar material to protect

the finish on the end cap. **Figure 8**



Figure 8

15. Wipe the excess sealant off the seams of the end cap. If you do not it will set and harden when the exhaust heats up.

Figure 9



Figure 9

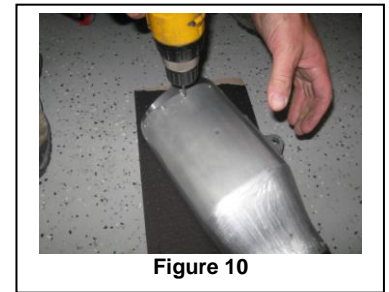


Figure 10

16. Install one self-tapping screw at a time by drilling a 13/64" hole at each rivet hole location. Each time you drill a new hole and install a self-tapping screw, make sure that the end cap is pushed up tight to the muffler. **Figure 10**
17. Clean up excess silicone sealant.
18. Insert the spark arrestor screen and install the turndown nozzle with three M6 bolts.