

ENDO'STM

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: 2012 Honda CRF450R (PMB-01-1110)

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

Tools that you will need during the installation:

Drill and 13/64" drill bit	Hammer
High temp. RTV silicone	
Heat Gun	
Center punch	Hacksaw

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

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 1**
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 end cap, so drilling or bending it will not affect the finished installation. However, be careful not to bend the canister as this may interfere with the finished installation. Using a heat gun, heat the muffler canister where it is joined to the stock end cap. 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 canister. If stock end cap is difficult to remove, drill two holes in the end cap and slide a long screwdriver through. Pull stock end cap off using both ends of the screwdriver as handles. **FIGURE 2**

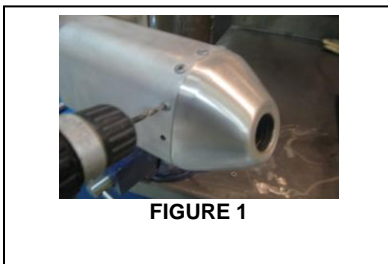


FIGURE 1

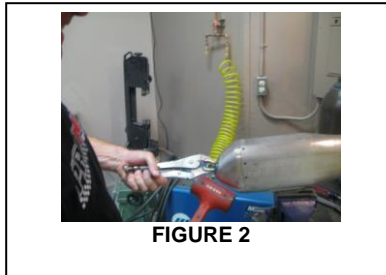


FIGURE 2



FIGURE 3

6. Stock end cap will likely be destroyed during removal. **FIGURE 3**
7. Use a hacksaw or band saw to cut the inner core flush to the outside base of the inner core. **FIGURE 4**



8. Remove and discard outside base and end section of inner core. **FIGURE 5**



FIGURE 5

9. Grasp remaining inner core using pliers/channel locks and carefully remove. Hold packing in place while removing inner core.
10. Use a hacksaw or band saw to cut the inner core. **FIGURE 6A** A line should be present around the circumference of the part approx. 1/4" from the step. Cut on this line. **FIGURE 6B**

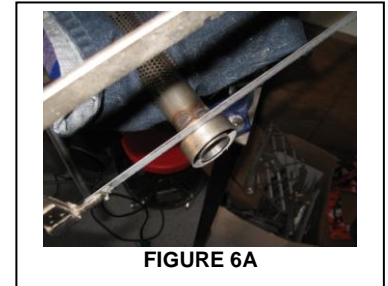


FIGURE 6A

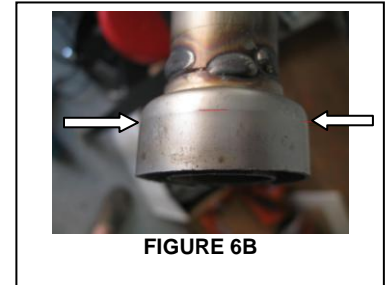


FIGURE 6B

11. Replace the inner core into the canister, the cut edge of the inner core should be recessed about 1/4" from the edge of the canister. Do not force the inner core further into the canister. Installing the end cap base will seat inner core at the proper depth. **FIGURE 7**

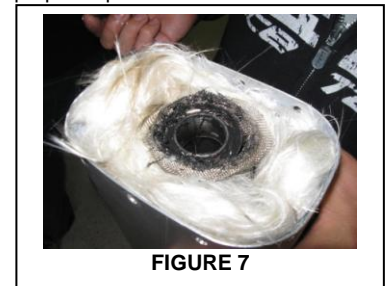


FIGURE 7

12. You must use high temperature RTV silicone to prevent vibration and damage to the canister. Coat the end cap base and outside of inner core. **FIGURE 8**

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



FIGURE 8

13. Install end cap base; the inner core should fit inside of the end cap and the end cap should fit inside of the canister. **FIGURE 9**



FIGURE 9

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 10**



FIGURE 10

15. Wipe the excess silicone off the seams of the end cap. **FIGURE 11**



FIGURE 11

16. Install one self-tapping screw at a time by drilling a 13/64" hole at each rivet 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 12**



FIGURE 12

17. Clean up excess silicone.
18. Insert the spark arrestor screen and install the turndown nozzle with three M6 bolts. **FIGURE 13**



FIGURE 13

19. You must clean and inspect the spark arrestor screen often. We recommend checking it every time you clean your air filter or change your oil.

Questions?

Pro Moto Billet
11461 Lone Star Rd
Nampa, ID 83651
208-466-4762
sales@promotobillet.com
www.promotobillet.com

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