

**Thanks for Ordering the 750 Vulcan  
Pre-muffler Bypass Kit  
from**



**READ THIS BEFORE UNPACKING YOUR KIT!**

**This instruction booklet contains detailed steps for installing the pre-muffler bypass kit on your Kawasaki 750 motorcycle. Be aware that modifications to your exhaust system may invalidate your compliance with local, state, and federal laws. Check with your local vehicle inspection station to determine the regulations in your locale. If you have any questions concerning installation of your pre-muffler bypass kit, please contact us via e-mail at [support@scootworks.com](mailto:support@scootworks.com). This will ensure you receive the most prompt and accurate reply.**

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## Instructions for Installing the Scootworks 750 Vulcan Premuffler Bypass Kit

### Tools Needed:

- 10mm open-end wrench
- 10mm socket/ratchet
- 12mm socket/ratchet
- 13mm wrench
- ½” open-end wrench
- Large Phillips screwdriver

The installation of the Scootworks exhaust pre-muffler bypass kit involves the removal of the exhaust pipe heat shields, mufflers, and pre-muffler chamber. If there are any steps you feel need improvement in instructions, please email [support@scootworks.com](mailto:support@scootworks.com) and specify the area you are having trouble with.

### UNPACKING!

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Pre-muffler bypass kit will come packed with a rubber bumper, a tie strap, 4ea. exhaust clamp assemblies, 2ea. 8mm x 1.25mm nuts (requiring a 13mm wrench for installation), 4 pieces of foil exhaust tape, and two different aluminized exhaust bypass tubes.

### BEGIN INSTALLATION

**1.** Begin by removing both (LH and RH side) exhaust heat shields. These are secured by clamps requiring the use of a large Phillips screwdriver on some models, and while other models use clamps secured by nuts requiring a 12mm socket/ratchet or 12mm wrench. Reinstall the hardware into the heat shield clamps, and place to one side for later reinstallation.

**2.** Loosen the 12mm bolts securing the OEM muffler clamps, and remove the 10mm chrome bolts that secure the rear LH and RH muffler chambers to their respective mounting brackets. Twist the mufflers while applying rearward force, and remove them from the motorcycle. Remove the OEM gasket from each of the muffler inlets, it will not be reused. Reinstall the mounting hardware into the mufflers for security, and place to one side for later re-installation. Remove the OEM clamps, they **WILL NOT** be reused.

3. Loosen the 12mm nuts on the engine's exhaust flange, to allow the chrome header tube to move a little. This will enhance ease of installation and adjustment. Loosen the 12mm bolts in the OEM clamps on the front of the pre-muffler chamber. Using a 10mm wrench/socket, remove the mounting bolts that secure the OEM pre-muffler chamber to the motorcycle frame, and remove the chamber. Locate the 2 8mm x 1.25mm nuts supplied in the kit (these require a 13mm wrench to turn). Reinstall the chrome OEM pre-muffler chamber mounting bolt/bushing/washer into the muffler mounting brackets on both sides of the motorcycle, as shown in the picture below. Remove the OEM clamps, they **WILL NOT** be reused.



4. Inspect the two supplied aluminized exhaust bypass tubes. One tube is straight, while one tube has a bend at one end. The tube with a bend, is for installation on the RH side of the motorcycle. Slip this pipe onto the RH engine exhaust header, with the bend towards the rear of the motorcycle. Rotate the pipe so the bend is nearly parallel to the ground, as observed in the following photo. Do not install clamps or tighten at this time.

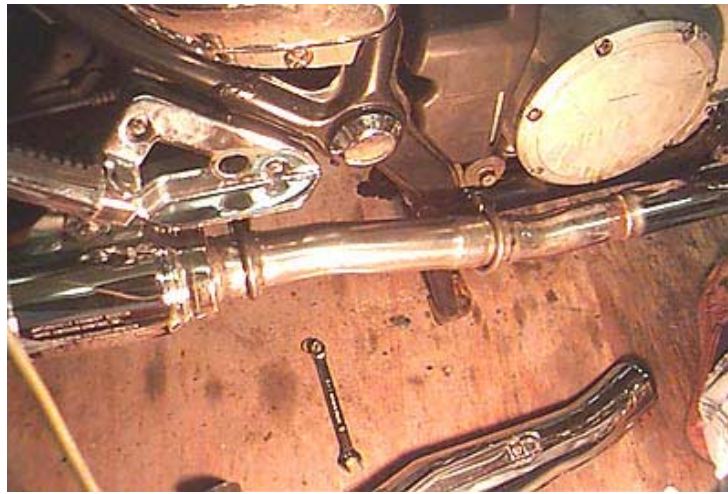


5. Slip the RH rear muffler chamber onto the bypass tube, and install the muffler mounting hardware (**DO NOT** install any clamps at this time.). Rotate the position of the bypass tube to angle the rear tip of the muffler farthest from the rear wheel/swingarm. Adjust the position of the engine exhaust head pipe and the chrome muffler canister so the muffler is in the approximate desired position (parallel to the ground), and tighten the 10mm muffler mounting bolt and the two 12mm exhaust flange nuts.

6. Inspect the 4 muffler clamps supplied with the kit. One clamp is shorter than the rest. The clamp will be used on the front RH exhaust bypass tube connection, as illustrated in the photo below. These photos do not have the exhaust tape in place, to better illustrate the point of compression. Test fit the short clamp at this time, for clearance to install the upper nut (seen in the photo). Adjust the headpipe location and/or the bypass tube as necessary. Remove the clamp. Wrap one strip of foil tape at the front joint (end of bypass tube, closest to the engine). The tape should be applied to the outside of the two pipes, when fitted together. Apply the tape so that it covers the joint, contacting both pipes. Slip the clamp over the outside of the larger pipe, within 1/4" of the joint (keep it close to the joint, but make sure the clamp is only on the larger pipe). The tape is a very thin heat resistant tape, and the clamps will fit over it just fine. You can use high temp silicone gasket compound, if you like, as opposed to (or in addition to) the tape supplied with the kit. Install the short muffler clamp supplied over the tape in the position as indicated in the photo below. Using the 1/2" wrench, alternately tighten the two clamp nuts until there is no detectable movement between the bypass tube and the engine's exhaust header tube. This will require some compression of the tube with the clamp.

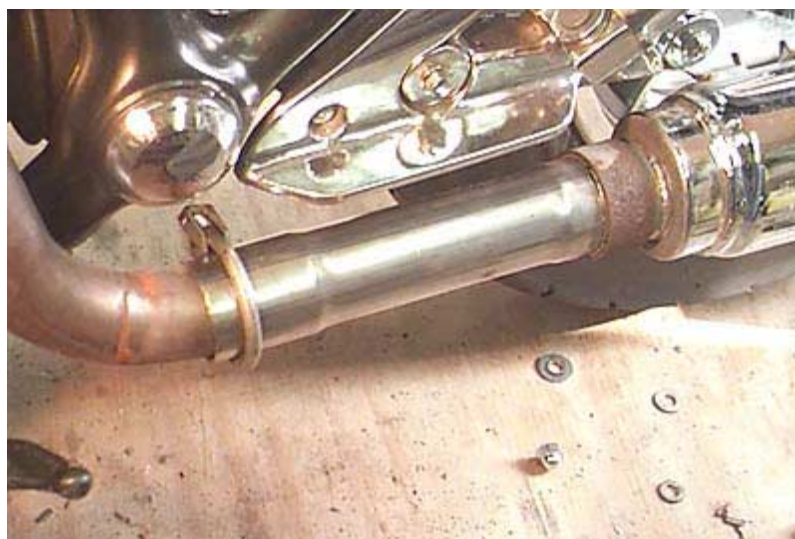


7. Next, wrap a strip of foil tape around the point of connection between the rear of the exhaust bypass tube and the front of the chrome muffler chamber. Slip one of the 3 remaining muffler clamps into position as shown in the photo below. Using a ½” wrench, alternately tighten both of the nuts on the clamp until no loose motion is detected in the junction between the muffler and exhaust bypass tube. This will require some compression of the tubing by the clamp.



Check all mounting hardware for tightness one final time, and reinstall the RH heat shield onto the exhaust system. OK, let's move around to the LH side of the bike to complete this job!

8. Loosen the two 12mm nuts that secure the exhaust header tube to the engine, to allow for movement and ease of installation/alignment of the remainder of the system. Locate the straight aluminized bypass tube, and slip it onto the engine's chrome exhaust header tube. Slip the rear chrome muffler canister onto the bypass tube, and using the original chrome hardware, secure the muffler canister to its mounting bracket. Move the exhaust header pipe and muffler canister to provide the best position of the muffler canister (parallel to the ground), and tighten the 10mm muffler mounting bolt and two 12mm exhaust header nuts securely. Wrap foil tape around the front and rear joints of the bypass tube, and slip the two remaining muffler clamps into place. The photo below shows an OEM clamp in position on the muffler to demonstrate what you **SHOULD NOT** do. While some beta models have tried to use the OEM clamps, they are inferior and will not provide adequate compression of the joint. Using the ½” wrench, alternately tighten both nuts of each clamp until no loose motion is detected at either joint. This will require some compression of the tubing to correctly secure the tubing.



9. Once all is secured, reinstall the heat shield as illustrated in the photo below.



10. The job is nearly completed! Locate the rubber bumper and tie strap in your kit. Place the bumper around the centerstand leg, as illustrated in the photo below, and secure it with the supplied tie strap. Lift the centerstand up, and adjust the bumper until it is properly positioned between the centerstand and the lower edge of the LH heat shield. Fully tighten the strap, and cut the remaining portion off. This will prevent metal-to-metal contact between the centerstand and the heat shield, and provide adequate vibration/heat isolation as well.



**CONGRATULATIONS!** You're finished!

Here are a few notes that might help with your completed version...

**#1-** Some users have opted to punch out the wire mesh baffle that is remaining in the rear chrome muffler canister. If done, this may require that you open the idle mix screw on each carb approximately 1 turn to prevent deceleration popping. This adjustment is outlined in the shop manual for your Vulcan 750, and is easily accomplished.

**#2-** Plugging the fresh air injection system of the Vulcan 750 also helps control deceleration popping, and is easily accomplished by plugging the hoses to the reed valves and using a simple cap as illustrated in the photo below.



These tips may invalidate your compliance with local, state, and/or federal regulations. Consult your local shop to determine the required compliance levels in your locale.