‘05-07 SUZUKI RMZ450

PowerCore 4 Installation

Thank you for purchasing the FMF PowerCore 4 as your aftermarket performance exhaust. We have spent countless hours of R & D and testing to ensure you receive the highest quality product on the market today.

All FMF’s products are developed using the most current technology available for design and manufacturing. We use only the highest quality materials for function and durability. The Powercore 4 muffler is manufactured from an extruded aluminum canister with a stainless steel mandrel bent midpipe and Hi-Flo modular endcaps and we utilize advanced multi stage sound absorption packing material.

The PowerCore 4 muffler is specifically engineered to broaden your existing powerband and give you an all around power increase. Bolt on FMF performance and FEEL THE POWER!

Check out our website at www.fmfracing.com for more information.

Please read all instructions thoroughly before installation. Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage.

Before you begin installing this product, be sure you are wearing eye protection and gloves. You should have a complete understanding of how to remove and replace your exhaust. Otherwise you should have it installed by a professional mechanic. Keep all stock parts when removing your stock exhaust as some parts may be necessary to install the FMF exhaust depending on the application.

PARTS SUPPLIED

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Number</th>
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<tbody>
<tr>
<td>PowerCore 4 Muffler</td>
<td>043136</td>
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<tr>
<td>8mm x 20mm Bolt</td>
<td>900548</td>
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<tr>
<td>Adapter Sleeve</td>
<td>940619</td>
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</tbody>
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TOOLS REQUIRED

- 8mm Wrench
- 10mm Wrench
- 12mm Wrench
- Vise Grip Pliers
- Contact Cleaner
- High Temp Silicone

REMOVAL

OEM = Original Equipment Manufacturer

1. Make sure the engine is completely cool prior to installation and the vehicle is in a stable position.
2. Remove the right plastic side panel to gain access to the muffler.
3. Loosen the band clamp connecting the muffler to the header.
4. Remove the stock bolt attaching the midpipe to the subframe. Keep for later use (only applies to 05-06 models).
5. While holding the muffler, loosen and remove the stock muffler mounting bolt. Keep for later use.
6. Gently slide the muffler rearward to release it from the header. Spray WD-40 into the muffler-header junction to help ease removal.

PRE-INSTALLATION

7. Using contact cleaner, clean the section of the header where the muffler connects. Allow to dry then lightly coat with a bead of high temperature silicone for an improved seal.

8. Slide the FMF muffler onto the header. Wipe away any excess silicone.
9. Install the existing stock bolt removed in step 4 through the subframe into the midpipe. For '07 models, use supplied bolt and adapter sleeve. Insert the sleeve into the subframe then thread the bolt through the sleeve into the midpipe mount. Do not fully tighten at this time.
10. Install the stock bolt to the rear upper muffler mount. Do not fully tighten at this time.
11. Make sure the header and muffler are in neutral positions and not binding. Slowly tighten all mounting fasteners and clamps to manufacturer’s specifications, starting at the midpipe and working your way to the back.
12. Inspect the complete exhaust to make sure there is no contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust port and mounting points. Confirm all controls operate in accordance with the manufacturer’s specifications.

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**POST-INSTALLATION**

13. We recommend using high temp silicone for an improved seal. Please follow instructions for the silicone and allow sufficient time to dry before starting the engine.
14. Before operating your vehicle, we recommend either stock jetting or installing our Power-Up Jet kit for optimum performance. Our jetting recommendations are to be used as a guide only and were developed based on operation at sea-level at 70 degree ambient air temperature. There are too many variables outside of FMF’s control to give you an exact configuration. If you’re not capable of tuning the carburetor yourself, please find a mechanic in your area. Refer to our website for more jetting information.
15. Start the engine and bring it up to operating temperature. Check for exhaust leaks.
16. Let engine cool completely and re-torque all mounting hardware to manufacturer’s specifications.

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**MAINTENANCE**

To clean your FMF muffler, allow to cool and use mild soap and water. Do not spray water onto a hot exhaust. Dry completely to prevent streaking. Mild soap and water works great on the muffler canister to prevent streaking and uneven discoloration.

We recommend repacking your FMF muffler after every 20-30 hours of normal use when properly jetted. This will maintain peak performance and keep that race tone. Water will ruin the packing. Cover the exhaust outlet when washing your machine. Repack your muffler if water enters into the chamber. We have various packing materials to choose from. We also recommend cleaning the spark arrestor screen (if equipped) gently using a wire brush after every 30 hours of use.

To repack the muffler, remove the allen screws from the front of the muffler using an allen wrench. Do not remove the rear endcap. Gently slide out the front mid pipe from the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. Clean core with a wire brush then wrap the core with new packing and secure with a strip of 1/2" masking tape. Do not pack too tightly, as this will hamper performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of high temp silicone on the front endcap where the aluminum canister slips over. Slide inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Wipe off any excess silicone. Reinstall the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister.

Disclaimer
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