



Thank you for purchasing the evolutionary Fuel Moto E-Series® Exhaust System. We have teamed up with the original inventor of the Elliptical Disc System and incorporated dynamic evolutionary improvements to one of the best exhaust system designs ever created. Horsepower, Torque, Air/Fuel Curves, Throttle Response and Sound Levels have never been so easy to adjust – Tunable performance at its best; only from Fuel Moto E-Series® Exhaust.

Every single Fuel Moto E-Series® Exhaust System model is put through an extensive R&D process that includes power, sound, air/fuel curves, mapping, fitment and finish. No detail is left undone. Then, and only then, are all tooling and fixtures developed for manufacturing and production of the finished product that has now arrived to you. If you have any questions, you are welcome to contact us at 920-423-3309 or email info@fuelmotousa.com.

Application Part Number

FME-42000

YAMAHA FZ-09 - 2014 - 2017 Models

YAMAHA XSR-900 Model 2016 - 2017

This application requires the OEM muffler to be cut off at the Head Pipe collector junction. It is highly recommended that a qualified technician do this mod/installation. Read through the installation information and refer to pictures for guidance. *

The E-Series® FZ-09 Slip-On Kit features performance very similar to a full exhaust system when combined with the Fuel Moto ECU Flash upgrade. The OEM headpipes are very well designed and combined with the E-Series Slip-On, offers substantial performance gains. We utilize aerospace quality Carbon Fiber pre-preg material for the Muffler shell, coupled with a UV compound within the resin itself. We then incorporate lightweight Titanium and Stainless Steel components to complete your new E-Series system. This design provides maximum flow and attenuation of sound waves to create an awesome deep, low frequency exhaust tone; further accentuated by our evolutionary tunable elliptical diffuser disc system. The TIG welds are applied by expert craftsmen and completely by hand. The 304 series stainless steel mid-pipe features an internal inlet nozzle to increase exhaust flow speed. Also included is an 18mm O2 Bung that will accept both the OEM and/or Wideband Sensor.

REMOVAL - OEM HEAD PIPE - *Make sure the bike is completely secure and exhaust system is cool to the touch before beginning*.

1. Remove the OEM O2 Sensor located in front of the muffler and behind the headpipe collector.
2. Remove the complete OEM exhaust system. Refer to the Yamaha FZ-09 Service Manual for assistance. *Note – Specifically save the two 8mm lower muffler mounting bolts as you will reuse them with the new E-Series Black Mounting Bracket.

CUTTING/MODIFICATION OF THE OEM HEAD PIPE – Take your time and proceed carefully. It is actually very simple and straightforward to do. If you are unsure about doing this procedure, have a professional shop or person assist you with this modification. Preferred tools required are a 3” Air operated Cut-Off Wheel and Angle Grinder. Other options can be used as well.

1. A 3” Air/Cut-Off Wheel is the preferred method of cutting the OEM Muffler off at the collector weld junction. You can also utilize a Hacksaw or Sawzall, but they are harder to maintain a clean, accurate cut path. Refer to the pictures for guidance and location. You simply follow/utilize the weld bead as your guide, but be aware that we have seen some OEM welds that are not straight/in-line. You must follow a straight cut path to provide the longest possible collector outlet “spigot” for the new E-Series Mid-Pipe to slide onto and clamp for maximum support. It’s ok if you cut through the actual weld; as you will simply sand it down smooth.
2. After you are done with the cut, you will need to grind/sand down the edge burr smooth. Sand/File down the inside “burr” as well for a clean obstruction free exhaust flow. The Slotted and Swaged end of the E-Series Mid-Pipe is a precise fit and has an inner nozzle that engages into the collector as well for precise airflow direction and support. It must slide over the remaining collector spigot outlet smoothly. Test-fit as you go to assure proper fit and engagement.
3. Re-install the modified Headpipe back onto the engine, being sure to replace the exhaust port gaskets if needed (*normally you can re-use the exhaust port gaskets in most cases). Tighten the Flange Nuts securely to approximately 14 ft. lbs.

4. Because the modified OEM collector outlet may not be as precise a fitment as the new E-Series swaged/slotted inlet, we recommend that you apply some high temp red or copper silicone onto the OEM collector outlet spigot. Then, being sure to install the supplied T-Bolt clamp first, slide the E-Series Mid-Pipe over the OEM collector outlet spigot. Position as required. Do not tighten.
5. Install the supplied Black Mounting Bracket to the right side lower frame lugs as pictured. You will utilize the two OEM bolts with the supplied 8mm nylock nuts – the first bolt will also utilize a new 8mm flat washer (provided). The second bolt will (goes through the OEM rubber grommet/sleeve assembly) utilize the other supplied 8mm nylock nut, but use the OEM washer. Tighten securely. *NOTE - The last/farthest hole in the Black Mounting Bracket is for the new 8mx1.25x25mm long SHCS bolt/nut/washer (provided) that secures the muffler body clamp to the Mounting Bracket.
6. **Muffler Installation – If you are utilizing the E-Series Titanium Discs/End Cap assembly, refer to the E-Series Manual for installation onto the end of the muffler. If you are using the optional Anodized Billet Aluminum End Cap that is designed to run without the Discs, simply orientate and install with the supplied short screws. Always use Anti-Seize compound on the screws threads as they are stainless steel and may gall without it.** Assemble the Rubber Insulator Extrusion onto the Muffler Mounting Body Clamp. Slide over the muffler into approximate position (refer to pictures for guidance). Also install the other inlet T-Bolt Clamp (provided) over the slotted inlet spigot. Now slide the muffler inlet over the Mid-Pipe and adjust/rotate into position. The Muffler Mounting Body Clamp “Ears” go to the outside of the bracket for best positioning. Install the new bolt/nut/washer. Do not tighten.
7. Be sure to position/rotate/align all components so that nothing is on a bind. Check all clearances to engine, swingarm, footpegs, etc. Adjust as needed. Tighten from back to front, checking alignments and clearances as required: Muffler Body Clamp bolt/nut, Muffler inlet T-Bolt Clamp, Black Mounting Bracket (again), Mid-Pipe inlet T-Bolt Clamp. Check again for proper clearance to engine, swingarm, footpegs, etc; adjusting as needed. Re-check periodically.
8. Last - Install the O2 Sensor in the E-Series Mid-Pipe, being sure to utilize some Anti-seize compound on the threads. Tighten securely.

CARE AND MAINTENANCE

Soap and water works fine on all components. A high quality automotive wax can be used to polish, clean and protect the Carbon Fiber muffler shell. The E-Series® End Cap assembly/blank Disc/Discs are Titanium and require very little maintenance. Periodically check the muffler mounting bracket bolts and end cap button head screws for tightness. Please note that these mufflers require special attention during dyno testing or tuning if improperly tested or tuned on a dyno where continued lack of airflow along with high engine loads while in a static position can damage the Carbon Fiber Muffler. If your tuner would like specific dyno tuning instructions please contact us at (877) 729 - 4754.

MUFFLER REPACKING – Repacking schedules vary greatly depending on your riding habits. It is common to go 10,000 miles or more between re-packing intervals. We have seen mufflers average well beyond 30,000 miles and still not require repacking service. We utilize Area P Muffler Packing - by far the best and longest lasting muffler packing available today. Contact us for ordering information.

Fuel Moto/Jackpot products are designed for closed course racing/competition use only and do not meet EPA or C.A.R.B. sound and emission legal standards. In addition, please see our website for specific information concerning California customers. There is no warranty expressed or implied on carbon fiber shells or muffler packing material or if “header wrap” is used on the stainless steel mid-pipe assembly. All other components are warranted for one year against workmanship and/or material failure under normal usage, from date of original purchase, to the original buyer. Repair and/or replacement are at the sole discretion of Fuel Moto, Inc... Consequential or incidental losses are not allowed, are disclaimed, and are the sole responsibility of the buyer. Acceptance and use of the product acknowledge these terms of sales/ownership by said buyer, installer and/or all other parties.

Fuel Moto

2215 Kelbe Drive | Little Chute, WI 54140 (920) 423 - 3309



Slip-on Kit with Discs / End Cap assembly installed.
Note: Muffler body mounting clamp & rubber extrusion not shown.



Cut OEM muffler off along weld seam to headpipe collector.
Keep spigot length as long as possible.



Modified cut headpipe with collector spigot.



E-Series mid-pipe installed / positioned onto headpipe collector spigot. T-Bolt clamp and O2 sensor installed.



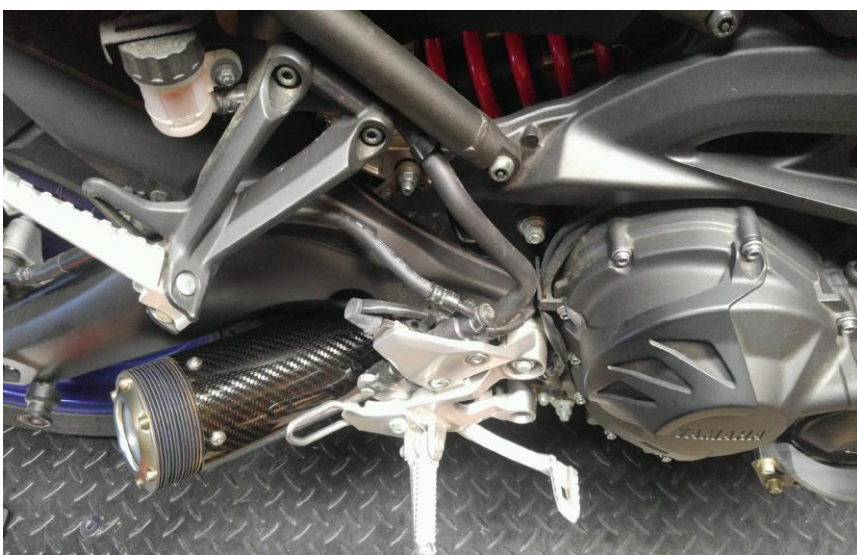
Black mounting bracket installed. Use OEM bolts and new Nylock nuts provided.



Backside of black mounting bracket bolted through frame boss with new Nylock nuts and washers installed.



E-SERIES MUFFLER ASSEMBLY WITH BODY MOUNTING CLAMP, RUBBER INSULATOR EXTRUSION, AND INLET T-BOLT CLAMP INSTALLED.



E-SERIES MUFFLER POSITIONING / ORIENTATION.



COMPLETED, FINAL, INSTALLED.