

VANCE & HINES INDIAN MUFFLERS

Making the Thunder Stroke worthy of its name

I Here's our 2014 Indian Chieftain up on Rob's dyno ready to get its new chrome Vance & Hines Turndown mufflers. Rob will remove both side covers and saddlebags before starting the upgrade.

SO YOU'VE TREATED YOURSELF TO A NEW INDIAN. You're no doubt already impressed with the comfortable ride and the massive amount of torque only made better by the near instantaneous throttle response. The 111" Thunder Stroke V-twin emits a mean growl through its dual exhaust system that exits underneath each saddlebag. However, like any stock motorcycle, you definitely don't get to enjoy the sound of the exhaust as much as you'd like. Whether you have the radio on, or a full-face helmet, or you're on a noisy highway, or all three, a factory exhaust system only lets you enjoy your bike so much.

Our 2014 Indian Chieftain sounds incredible when you get on the throttle but as with most OEM motorcycles, it can be made a lot better. That's why we turned to Vance & Hines to try out a set of its Turndown slip-ons

(#18531/\$649.95). These chrome mufflers fit in perfectly with the stylish, sculpted lines of the Indian and actually manage to improve the bike's overall appearance. From the rear, the Turndown tips feature a shapely chrome hood over the exhaust outlet, which directs gases down and away from the fender and saddlebags. The

TOOLS NEEDED

- Glass cleaner
- Blue Loctite
- 1/4" nutdriver
- Flat-bladed screwdriver
- 1/2" socket
- 13mm deep socket
- 15mm deep socket
- Torque wrench (ft-lbs.) ■



2 Using a 1/4" nutdriver, Rob opens the stock rear heat shield rear clamp. You can also use a flat-bladed screwdriver.

markel



3 Using a 1/4" nutdriver, Rob opens the stock rear heat shield front clamp. You can also use a flat-bladed screwdriver.



6 Rob can now use a 13mm deep socket to remove both rear right muffler support bolts.



9 After slipping the new V&H muffler onto the stock header, Rob attaches the new muffler to the stock bracket using the V&H-supplied flanged bolts, blue Loctite, and a 1/2" socket.



4 Rob uses a 15mm deep socket to loosen the right muffler's header clamp.



7 Rob gently moves the muffler slightly up and down as he pulls it back to get it off its header pipe.



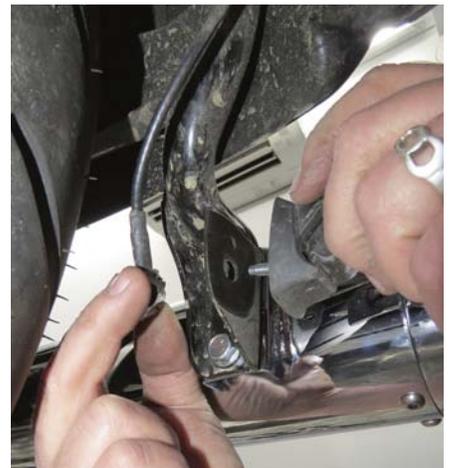
10 After positioning the clamp vertically (nut facing down) on the muffler, Rob torques the new V&H-supplied Torca clamp to 40-45 ft.-lbs. using a 15mm deep socket.



5 After popping off the rubber cover, Rob uses an 8mm wrench to remove the antenna. He then lays the antenna safely aside for now.



8 Rob slips the Vance & Hines Torca muffler clamp onto the front of the right V&H muffler. He then coats the inside of the muffler with muffler sealant, as he does with all his exhaust installs.



11 Rob reinstalls the antenna on its stock mount by putting the antenna stud through the bracket and slipping its collar over the stud. Rob secures it using the stock hardware and then pops on the rubber cover.

action station

ener pulse



12 Rob then reinstalls the stock heat shields using a 1/4" nutdriver. You can also use a flat-bladed screwdriver.



13 Uses a 1/4" nutdriver, Rob opens the stock left heat shield clamps and does the same for the left muffler as he did for the right, but without the antenna.



14 Don't forget to reinstall the stock rubber guards. Rob then wipes the entire system down with glass cleaner.



15 Here's how the new chrome Vance & Hines muffler system looks installed!

mufflers have a blue-proof chrome finish and can be used with Vance & Hines' optional quiet baffle, depending on what level of loud suits you best. The Classic slip-on is also available if you want all the sound and performance, but with the traditional exiting tip.

This isn't our first performance enhancement to this Chieftain; you might remember a S&S air cleaner kit and a Dynojet Power Vision tuner awhile back. If you're only installing a set of Vance & Hines slip-ons, you don't need to install a fuel tuner or have the bike tuned, making this an easy way to pull some more power and a better sound out of your Indian.

Like many of our performance projects, we installed the Vance & Hines Turndown slip-ons with Rob of Rob's Dyno in Gardner, Massachusetts. Once the install was complete, he punched the new info into the Power Vision and our Chieftain is all good to go. The install is pretty straightforward; you can follow the photos and captions to see step-by-step exactly what's involved in this slip-on swap.

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SOURCES

ROB'S DYNO SERVICE
978/895-0441
RobsDyno.com

VANCE & HINES
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