

553S-24-25M Scrambler 06-12 Full System

553S-24M	Scrambler	06-12	Polished Stainless Steel
553S-25M	Scrambler	06-12	Faux-TI Look Stainless Steel



2-12mm X 1.25 X16 Allen Bolt

2-1/8 Vacuum Cap

2-.045 Pilot Jets

2-.105 Main Jets

2-.020 Shims

1-Rubber Damper installed on the mid-pipe no pic



D&D Performance Enterprises

2923 Edith lane

Ft.Worth, Texas 76117

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Scrambler Low Dual System Installation

553S-24/25M

Also fits all Bonneville/Thruxton

553-24-25M

1. Disconnect negative battery terminal and turn fuel off.
2. Remove stock exhaust system and O2 sensors (note which sensor goes to which cylinder).
3. Open package and visually inspect system (No warranty for cosmetics after the system is installed).
4. 2009 and later: Install O2 sensors in corresponding headpipes.

5. 2008 and earlier: Remove O2 sensor plugs, clean and install with red locktite.
6. Remove right passenger peg and mount. Install new mount with factory peg.
7. Install right headpipe using factory mounting hardware. Make sure the O2 sensor wires are routed to avoid any contact with the exhaust.
8. Install muffler using new peg mount.
9. Check pipe alignment.
10. Start by tightening the flange at the head, followed by the peg mount, last the clamp. Check alignment as you go.
11. Remove left passenger peg mount.
12. Install left headpipe. Make sure the O2 sensor wires are routed to avoid any contact with the exhaust.
13. Install muffler.
14. Check alignment.
15. Start by tightening the flange at the head, followed by the peg mount, last the clamp. Check alignment as you go.
16. Support motorcycle and remove the sidestand.
17. Installed supplied sidestand utilizing the factory mounting hardware and torque specs.

18. Clean the entire system using glass cleaner to remove any grease or fingerprints.
19. Connect battery
20. Install Triumph download #20194
21. Start motorcycle and check for leaks.

This system can be used on Bonneville and Thruxton models. However, you must use a download designed for your model motorcycle. Sidestand and peg mount required for Scrambler only. Carbureted models will require rejetting.

2008 and earlier Jetting Instructions.

1. Remove air pipes in head, Disconnect rubber hoses, do not discard copper washers.
2. Remove rubber hoses from left carburetor vacuum port and air pump lines at the pump.
2. Place vacuum cap provided in the manifold port.

3. Plug air pipe holes (In the cylinder head) with the socket head cap screws provided and the copper washers from step 2.
4. Drain and remove float bowls.
5. Replace pilot jets with the .045 jets provided.
6. Replace main jet with .105 jets provided.
7. Remove carburetor tops. Place .020" shims under the slide needle. Use extreme caution with slide diaphragms, especially when installing. Make sure the diaphragm is seated in groove.
8. Lightly seat air/fuel adjustment screw by turning clockwise. (Do not over tighten, over tightening will damage carburetor body). Turn adjustment screw counterclockwise 3 turns.

D&D PERFORMANCE ENTERPRISES INC.

2923 Edith Lane
Fort Worth, TX 76117

ONE YEAR CONDITIONAL WARRANTY

D&D Performance Enterprises Inc. backs this, and all, D&D products with a One Year Conditional Warranty under the following conditions:

- **Warranty period starts at date of purchase by end-user.**
- **The system must have been installed using the Installation Instructions provided with this system.**
- **The system must not be crash-damaged; the silencer bracket must not have been moved; the system must not have been misused or improperly maintained.**
- **Warranty does not cover carbon fiber discoloration, or rust.**
- **All warranty claims must be made directly to D&D Performance Enterprises Inc. by first calling our tech line (817) 834-0996 for authorization and instructions.**
- **All warranty claims must be accompanied by a purchase receipt; no exceptions will be made.**

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Warranty on Chrome

We take every step and precaution to produce a perfect Chrome Finish. All of our Exhaust Systems are hand polished, double nickel and chrome plated. However, consistent perfect Chrome finishes are not possible without two or three hand polished copper base layers. While this may sound good it is cost prohibitive to the point of double the price or more.

In the real world, if you ride your Bike, all of this would be lost in a couple of weeks and you would be out several hundred Dollars for nothing.

All of our Systems are inspected to meet our criteria as follows:

- Visual inspection from the aspect of the System installed on the Bike. Imperfections that are visible at a few inches under fluorescent lighting disappear when standing next to your Bike.
- Specks and scratches on the bottom, inside, or anywhere they do not show are disregarded.
- Peeling chrome is a defect and is rejected.
- Discoloration in a visible area is rejected.

It is always possible for a rejectable defect to slip through inspection. We apologize if this has happened to you. Please follow these steps in order for us to process your warranty claim. Be aware that peeling chrome or a mechanical failure are the only qualifying defects after a system has been installed

1. Call or email for a RMA number; must be on carton.
 2. Circle the defect with felt tip marker.
 3. Package the System carefully; if it incurs shipping damage we will not be able to make a fair determination of your warranty claim.
 4. Only peeling chrome or a mechanical failure will qualify for warranty after a system has been installed.
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**YOU MAY EXPERIENCE SOME
DISCOLORATION DURING THE
BREAK-IN PERIOD OF YOUR CHROME.
IT IS IMPORTANT TO REMOVE IT WITH
A GOOD METAL POLISH LIKE
“SEMICHROME” AS SOON AS POSSIBLE
UNTIL THE CHROME IS SEASONED
AND THE DISCOLORATION NO LONGER
APPEARS.**

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Notice:

**D&D Performance Exhaust Systems
are designed for close course racing
applications only. Not for use on
pollution controlled vehicles.**