



Revision: 1.2 - 05/20/2010

LA-1050-00

3.5" TRU-POWER FULL SYSTEM FISHTAIL TRU-POWEER SYSTEM 1997-2009 HARLEY DAVIDSON SOFTAIL

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CAUTION! We Strongly recommend that a qualified technician install this kit if you do not completely understand the instructions prior to the install.

INCLUDED IN THE KIT:

Table with 2 columns listing included items: (1) Chrome P Clamp, (1) Zip Tie, (1) Powder Coated Black Exhaust Bracket, (2) Muffler Clamps, (2) Chrome Tru-Power Heat Shields w/6 Clamps, (2) Black 1/2" Floorboard Spacers, (2) Floorboard Bolts (1/2" - 13x1.75") & 1/2" Lockwashers, (1) Chrome T Bolt Clamp, (2) Chrome Tru-Power Mufflers, (2) Chrome Tru-Power Head Pipes.

TOOLS REQUIRED:

Table with 2 columns listing tools: Flat Screwdriver, Snap Ring Pliers, Hex Sockets & Wrench, Standard Sockets, Factory Service Manual.

INSTRUCTIONS:

DISCLAIMER: This aftermarket exhaust system is designed to replace a stock exhaust system on a motorcycle with its engine, frame, and other components in their stock design configuration and location. Re-mapping or re-jetting may be necessary after installation of these exhaust pipes.

- 1. Be sure motorcycle is properly secured before you begin.
2. If your bike has floor boards installed, they should be loosened or removed to ease the removal and installation process.
3. Clamps securing heat shields to header pipes should now be loosened.
4. On some bikes, there may be a clamp on the cross-over pipe between the stock front and rear head pipes. This needs to be loosened.
5. On newer model bikes there are O2 sensors that need to be unplugged from their harnesses at this time; one for the rear pipe and one for the front. The tie strap securing the wires may need to be cut in order to unplug them.
6. Remove the flange nuts securing head pipes to cylinder heads.
7. Next remove the nuts and bolts securing the stock mufflers to the frame. On some newer models the right hand passenger foot peg must be removed along with a hanger that is attached to the stock exhaust. Once the hanger is removed, the foot peg can be re-installed using the supplied 3/8x2.5" socket head bolt.
8. On some models equipped with O2 sensors there is a bolt and clamp under the transmission securing the pipe. This also needs to be removed.

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9. Now the entire stock exhaust can be removed. Stock flanges and retaining clips should be removed for later use on new system. For models with o2 sensors, they should be unplugged from stock system for re-use also.
10. On non o2 sensor equipped bikes follow the below steps for removing the upper mounting bar:
- If the upper mounting bar is not attached to the swingarm pivot, you must remove three torx bolts securing it to the frame. To access and remove the third bolt, you must first remove the passenger foot peg. Once the bolts and upper mounting bar are removed, re-install the foot peg using supplied 3/8x2.5" socket head bolt.
  - If the upper mounting bar is attached via the swingarm pivot bolt, the pivot bolt must be removed to free the mounting bar. To do so, first remove the 1/4" bolt holding the lower fender in place. Pull the fender up slightly and remove the right passenger foot peg bolt and peg. Place a floor jack under the right hand frame tube below swing arm pivot bolt. Raise the jack just enough to relieve weight on the swing arm pivot bolt. Remove the bolt and upper mounting arm. Reinstall the swingarm bolt. Torque to 120 ft. lbs. Reinstall passenger foot peg and bolt, and then the fender bolt.
11. Install new shields to new header pipes using supplied clamps. Install stock flanges and retaining clips from stock system onto new system. If equipped with o2 sensors, install plugs from stock system into new system. For ease of adjustment later, be sure orientation of the clamp is such that you can get to the bolt head after installation.
12. New mounting brackets MBK-S110 (Left) and MBK-S111 (Right) should now be installed using supplied 3/8-16 x 3/4" hex flange bolts. On some models there are plastic plugs and/or metal studs that need to be removed first. On FLSTN models you must remove the passenger foot peg.
13. Now install the front head pipe into cylinder head. For models with o2 sensors, plug the sensor in first. Do not tighten hardware yet in case of any necessary adjustments that might need to be made.
- For bikes equipped with o2 sensors follow the steps below, otherwise skip to step 16*
14. In order to install the o2 sensor on the new rear head pipe, the ignition coil cover must be removed.
15. To gain clearance for the rear u-bend head pipe, the front mount of the shift lever rod must be unscrewed.
16. Install the rear u-bend head pipe. Make sure it has proper clearance and an even amount of space on both sides so as not to hit anything from vibration during riding.
17. For models with o2 sensors run the wiring through the frame and beneath the oil tank and plug into the rear head pipe.
18. Install left side pipe into rear head pipe using supplied band clamp.
19. Install slip-on mufflers to headers using supplied band clamps. Secure to mounts using supplied 3/8-16 x 1" carriage bolts.
20. Align pipes/heat shields and begin tightening all bolts and clamps starting with the nuts at the cylinder heads.

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21. If removed in steps 14 & 15, re-install ignition coil cover and shift lever rod.
22. For models with o2 sensors plug the connectors back into harness.
23. If floorboards were loosened or removed earlier, re-install them at this time.
24. Double check all components for clearance especially heat sensitive items such as the oil line to prevent possible damage.
25. Double check to ensure all hardware is secure.
26. Prior to starting the engine, wipe the pipes down with acetone on a clean rag to remove finger prints and debris.
27. Be sure to re-torque all clamps and fasteners after your first 100 miles and every time you perform regular maintenance.

*For maximum performance install our XXX Air Cleaner to truly complement the power that your new Tru-Power" Exhaust provides.*

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