

# FITTING INSTRUCTIONS

**ATTENTION:** before carrying out any work on its exhaust, check that the surface has cooled so that it will not damage components, which are not heat-resistant (such as fairing, hoses, rubber sleeves, etc.), or the operator.

1. Remove the side fairings.
2. Temporarily disconnect the Lambda probe from the original exhaust system.
3. Disconnect the two control cables from the exhaust valve on the actuator side; by removing the silencer, also the valve connected to the silencer and both cables are removed. **The valve actuator should not be removed/disconnected.**
4. Remove the original exhaust system completely.
5. Finally remove the passenger footboards and, in place of the right-hand footboard, secure the bracket (**ref. 7**) included in the kit, using the original findings.
6. Put the bushings into their seats on the cylinders, fit the flanges to the right position, and then tighten the screws by applying the driving torque specified by the manufacturer.
7. Insert the primary manifolds (**ref. 1a - 1b**) into the previously mounted bushings, check their orientation is correct and then secure them to the flanges with the supplied springs.
8. Insert the secondary manifolds (**ref. 2a\_SX-L.H. and 2b\_DX-R.H.**) into the previously assembled primary manifolds and secure them with the supplied springs.
9. Insert the final manifold (**ref. 3**) to the secondary manifolds previously assembled and constrain it with the supplied springs.
10. Insert the silencer onto the final manifold previously assembled, check its right orientation and then secure it using the remaining spring supplied.
11. Fit the carbon strap (**ref. 5 type FM1**) to the silencer and fasten it to the previously assembled bracket, using the findings supplied (see drawing).
12. Connect the Lambda probe to the “LeoVince” exhaust system, by driving its connection in to the proper place on the final manifold (**ref. 3**). NOTE: On this article, the probe connection point is oversized as to the original one. You can use the original probe using a proper reduction adapter included in the kit. **In order to permit to the lambda sensor to reach the new fitting point, it is necessary to dispose the cable in a new position, different from the original one, and fix it with the plastic clamp supplied in the packaging.**
13. Check the tightening of nuts and bolts. Start the engine, wait a few minutes until the correct running temperature has been reached and check there is no gas leakage.
14. Replace the side fairings.
15. If assembly has been correctly undertaken, the overall dimensions of the manifolds should not interfere with the engine parts (radiator, cylinder block, fairings, etc.).

**IMPORTANT:** Over the first few kilometres of use, the exhaust system may settle slightly, and there may be some slight gas leaks. After 100 km, check the tightness of all fasteners.

## ADJUSTMENT

This exhaust system was developed on the test bed at the LeoVince factory, using a machine in perfect condition, and in standard specification.

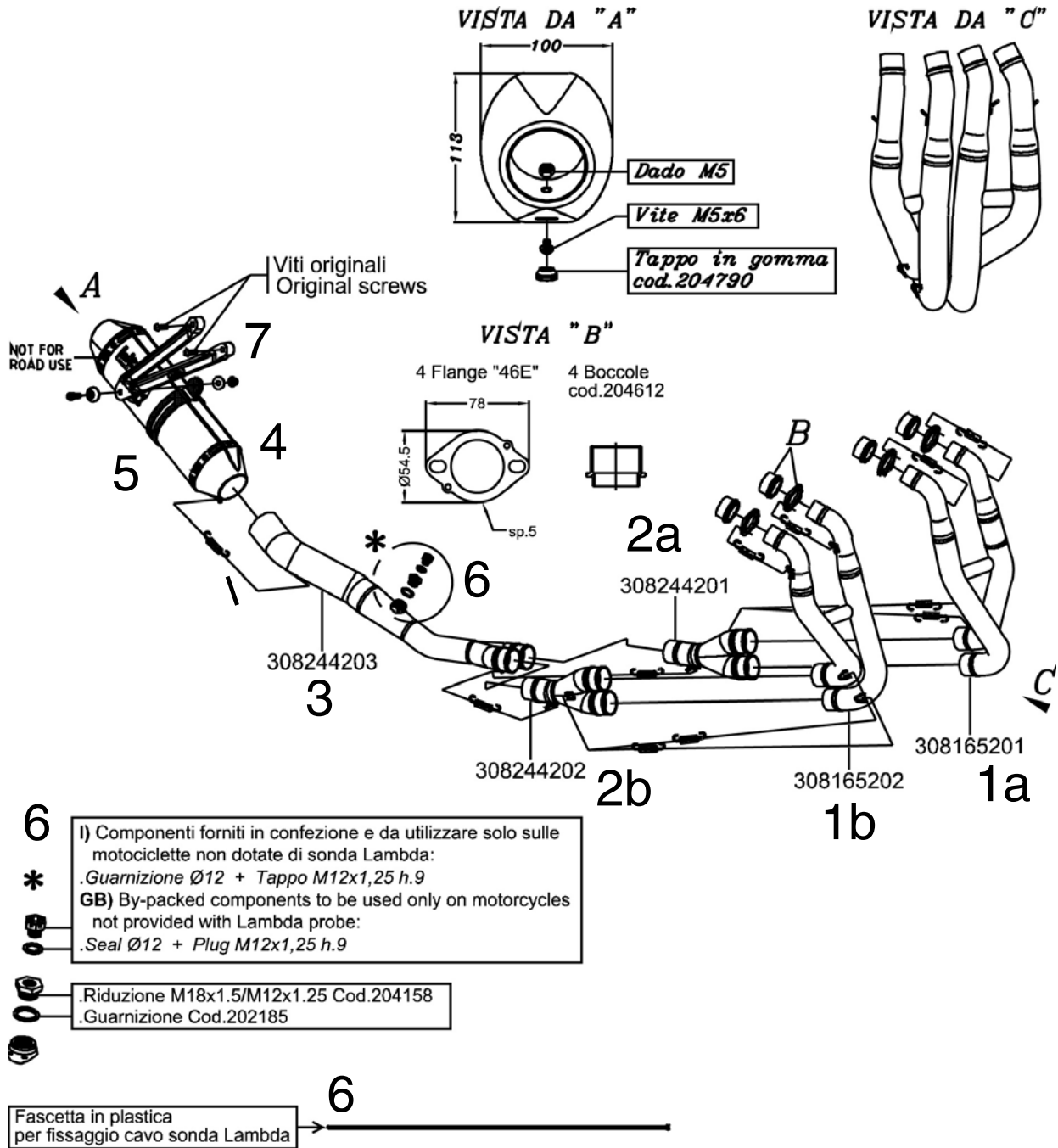
## MAINTENANCE

From time to time to time, check the brackets and the tightness of all the components involved, and the condition of parts which could deteriorate as time goes by. Under the effects of heat the material from which the silencer is made may become slightly discoloured.

It is **FORBIDDEN** for any change to be made to silencers. SITO GRUPPO INDUSTRIALE accepts no responsibility for defects in the performance of products which have been modified or tampered with.

**WE SUGGEST THE FITTING TO BE MADE BY PROFESSIONALS**

# TECHNICAL DRAWING



- F)** Pièces fournies et à utiliser seulement sur les motocycles qui ne sont pas équipés de sonde Lambda:  
.Garniture + Bouchon M12x1,25 h.9
- D)** Mitgelieferte Bauteile, die nur für Motorräder ohne Lambda-Sonde einzusetzen sind:  
.Dichtung + Stopfen M12x1,25 h.9
- E)** Componentes suministrados en confección y que hay que utilizar sólo en las motocicletas no equipadas de sonda Lambda:  
.Guarnición + Tapón M12x1,25 h.9