

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. Temporarily remove the fairings, the tail one included.
 2. Before removing the original exhaust system, disconnect the two valve control cables and secure them to a point not interfering with movable and/or hot parts of the motorcycle.
 3. Temporarily disconnect the Lambda probe from the original exhaust system.
 4. Remove the original silencer and the remaining part of the original exhaust system. Remove also the metal guards under the rear tail and behind the right-hand pilot-footboard, which will be not mounted any more.
 5. 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.
 6. Insert the primary manifolds (**ref. 1a – 1b – 1c – 1d**) into the previously mounted bushings, check their orientation is correct and then secure them to the flanges with the supplied springs.
 7. 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.
 8. Insert the tertiary manifold (**ref. 3**) to the secondary manifolds previously assembled and constrain it with the supplied springs.
 9. Insert the final manifold (**ref. 4**) to the tertiary manifold previously assembled and constrain it with the supplied spring.
 10. Secure the bracket (**ref. 7**) to the bike frame (through the two side holes) using the supplied findings. NOTE: THE ASSEMBLY OF THE 2 LeoVince SPACERS (20x24x9.5) INVOLVES THE FINAL REMOVAL OF THE ORIGINAL SILENT-BLOCKS.
 11. Insert the silencer onto the final manifold (**ref. 4**) previously assembled, check its right orientation and then secure it using the remaining spring supplied.
 12. Fit the carbon strap (**ref. 6 type FM3**) to the silencer and fasten it to the previously assembled bracket (**ref. 7**) using the findings supplied (see drawing).
 13. Secure the final manifold (**ref. 4**) to the bike frame using the findings supplied. NOTE: IN CONNECTION WITH THE POINT WHERE THE MANIFOLD (N°487) HAS TO BE SECURED, TAKE OFF THE ORIGINAL T-SHAPED METAL PART FROM ITS SEAT AND REVERSE ITS POSITION.
 14. Secure the tertiary manifold (**ref. 3**) to the bike frame using the findings supplied.
 15. Connect the Lambda probe to the “LeoVince” exhaust system, by driving its connection in to the proper place on the tertiary manifold (**ref. 3**).
 16. 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.
 17. Replace the fairings caring that the findings in the kit are used for securing the side ones, R.H. and L.H. respectively: in the central area, over the “HONDA” trade name, put spacers D.20xd.6.5 h.5 between fairings and their support on the bike frame; fasten them with the screws M6x20 and relevant washers. This allows fairings to be spaced from the “LeoVince” exhaust system.
 18. 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

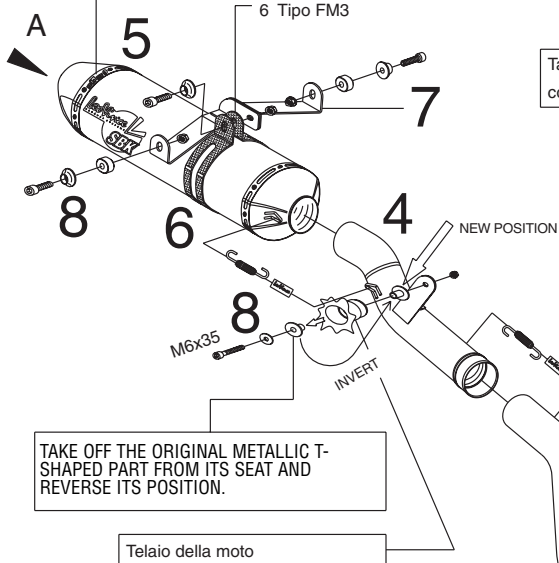
From time to time to time, check the brackets and the tightness of all the components involved, and the condition of parts which could deteriorate as time goes by. Under the effects of heat the material from which the silencer is made may become slightly discoloured.

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

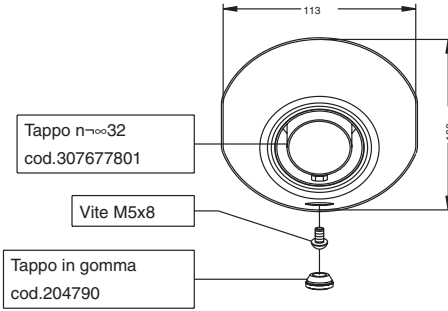
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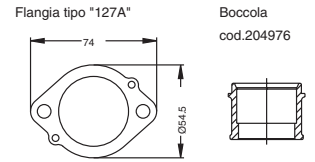
TAKE OFF THE ORIGINAL METALLIC T-SHAPED PART FROM ITS SEAT AND REVERSE ITS POSITION.

By-packed components to be used only on motorcycles not provided with Lambda probe.
 -Seal
 -Plug M18 x 1,5

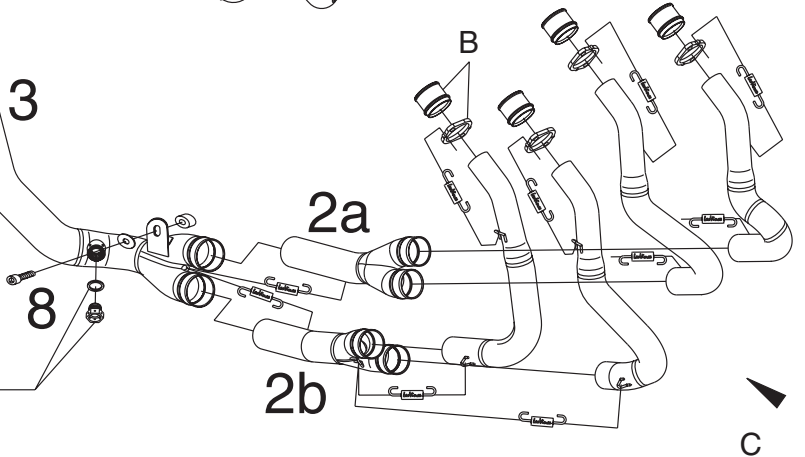
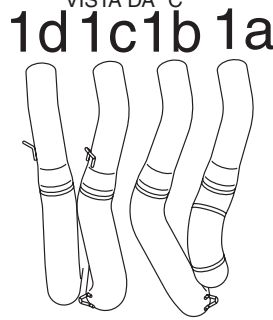
VISTA DA "A"



VISTA "B"



VISTA DA "C"



C