

# 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 original R.H. side panel, completely loosen the original nuts and bolts that secure the original manifold to the cylinder (through a flange) and the silencer to the frame, and then remove the original exhaust system.
2. Insert the manifold X3 (**ref. 1**) into the cylinder head attachment; locate the flange by fitting it to the studs; avoid tightening the original nuts completely in order to ensure correct positioning and to take advantage of the play existing between the flange and the stud bolts.
3. Insert the secondary manifold (**ref. 2**) into the previously assembled primary manifold and secure it with the supplied spring.
4. Insert the silencer (with final manifold) (**ref. 303575730**) into the secondary manifold X3 (**ref. 2**); check its correct position and secure it with the spring supplied.
5. Fit the carbon straps (**ref. 4**) to the silencer and secure them to the frame of the bike with the supplied findings (see enclosed drawing).
6. Secure the secondary manifold to the bike frame.
7. Check the correct positioning of all of the assembled parts and then tighten details completely.
8. Put the R.H. side panel in place.
9. Start up the engine; wait a few minutes until the running temperature is reached and then check that there is no gas leakage.

**IMPORTANT:** During the first km of running, the exhaust system needs breaking-in; therefore, slight gas leakage might occur. After approximately 100 Km, check all the fasteners.

## **ADJUSTMENT:**

This exhaust system has been set up at the LeoVince factory on an electronic testing bench, using a bike in perfect functioning conditions with standard settings.

## **MAINTENANCE:**

From time to time, check all the brackets and fasteners, which could be affected by use (sound-deadening material, seals and other rubber parts) and replace them periodically. The silencer may be cleaned using gasoline, diesel oil or alcohol. Absolutely avoid the use of any kind of solvent. It is normal for there to be some discolouration of the silencer, which is the result of heat and the nature of the materials used.

## **REGULAR CHECK OF THE SOUND DEADENING MATERIAL AND ITS REPLACEMENT:**

The products of the X3 range are internally fitted with highly thermally and mechanically resistant fibreglass wool, but due to the very nature and function of the silencer itself, they are liable to wear.

As described in paragraph 3.00 of the General Guarantee conditions in the booklet accompanying every LeoVince article, regular maintenance must be undertaken on the product.

On those bikes of standard configuration in terms of engine and carburetion, it is necessary to undertake checks on the state of the actual sound deadening material according to the frequency indicated in the respective user and maintenance manuals of the other exhaust system components. The average duration of a silencer obviously varies according to the load applied and the conditions of the roads run.

Should the deadening material be found to have deteriorated, it should be replaced before this deterioration actually affects its heat insulation potential towards the exterior of the silencer, which will in time risk damaging the carbon mounting brackets and /or the original plastic protections.

**NOTE:** the replacement of the deadening material must be undertaken exclusively using original LeoVince spare parts and following the assembly instructions as provided in the pack.

**IT IS FORBIDDEN** to modify silencers. Whatever form this may take, SITO GRUPPO INDUSTRIALE declines any responsibility for defects, problems, or malfunction, arising from the use of any product which has been modified or tampered with.

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

# TECHNICAL DRAWING

