

# ***FITTING INSTRUCTIONS***

**ATTENTION:** before carrying out any work on the exhaust, check that its 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 OE silencer(s)
2. Check that the mating surfaces are in good clean condition, slide the link pipe on to the original header, taking care not to damage the graphite gasket (if supplied) which should replace the OE gasket. Partially tighten the securing strap to allow a degree of further adjustment.
3. Slide the Leovince SBK silencer onto the link pipe, check the alignment of the mounting eyes for the springs and the alignment of the exhaust outlet to the rear of the silencer, and then link the parts together with the springs provided
4. Fit the carbon strap(s) to the silencer(s); mount spacers, washers and brackets (if any) as shown on the drawing and then secure by tightening nuts and bolts.
5. Tighten the various clamps which join the Leovince SBK link pipe(s) to the OE exhaust headers.
6. Start the engine, wait a few minutes until it reaches operating temperature, and check that there are no gas leaks.

**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 silencer has been developed by Leovince on an electronic test bed using a machine in perfect condition, and in standard trim.

## **MAINTENANCE:**

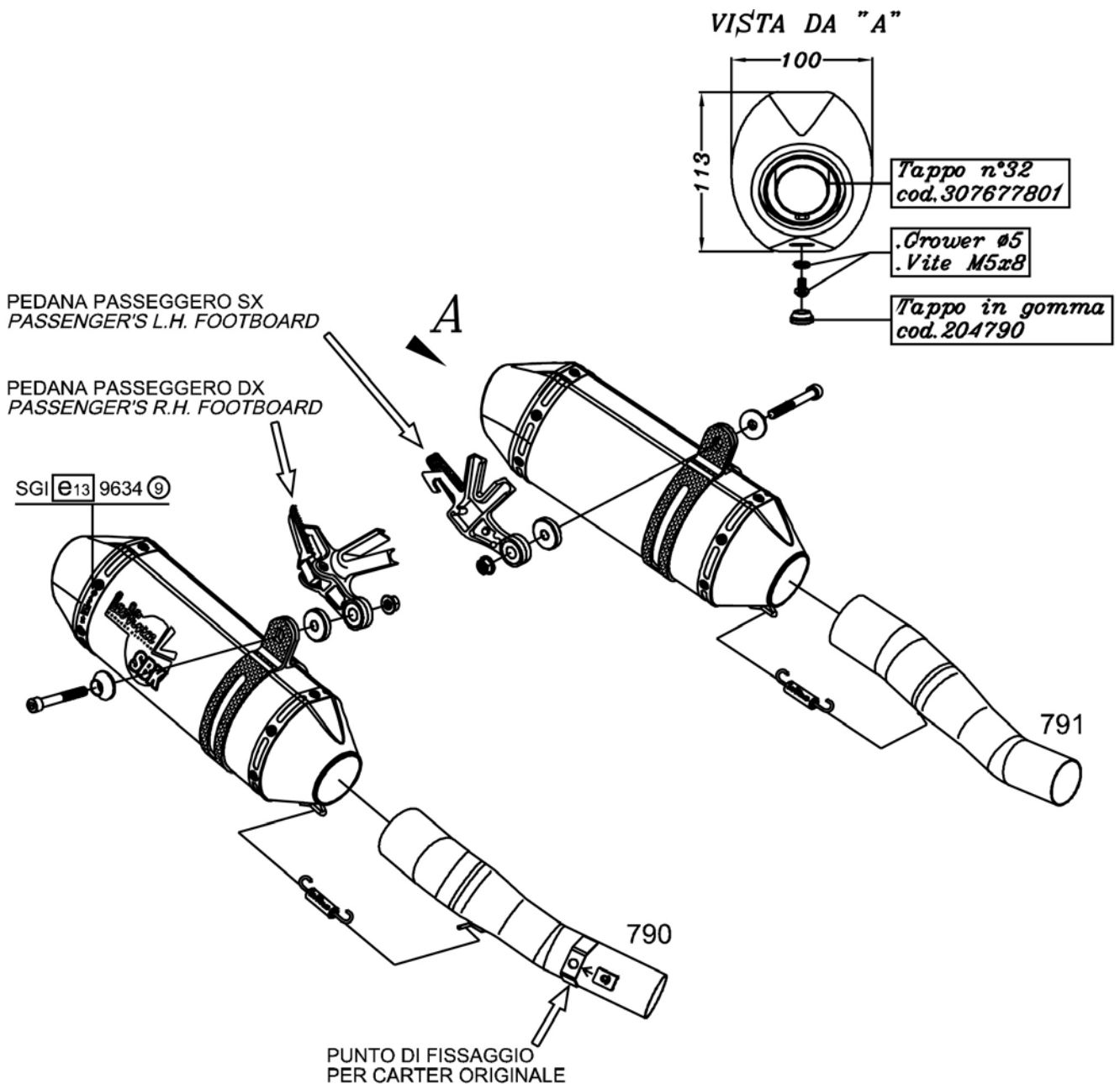
From time to time, check all the brackets and fasteners, which could be affected by use (sound-deadening material, seals and other rubber parts) and replace them periodically. The silencer may be cleaned using gasoline, diesel oil or alcohol. Absolutely avoid the use of any kind of solvent.

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.

**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



**I - NOTA:** Prima di rimuovere lo scarico originale, scollegare i due cavi di azionamento della valvola e fissarli in un punto in cui non interferiscano con parti mobili e/o calde della moto.

**GB - IMPORTANT:** Before removing the original exhaust system, disconnect the two valve control cables and secure them to a point, where they do not interfere with the movable and/or hot parts of the motorcycle.

**F - NOTE:** Avant d'enlever l'échappement d'origine, débrancher les deux câbles d'actionnement de la valve et les fixer dans un point où ils ne peuvent pas interférer avec les parties mobiles et/ou chaudes du motorcycle.

**D - BITTE BEACHTEN:** Bevor Sie die Original-Auspuffanlage entfernen, lösen Sie die beiden Antriebskabeln des Ventils und befestigen Sie sie an einem bestimmten Punkt, wo sie mit beweglichen und/oder warmen Motorradteilen nicht in Berührung kommen.

**E - NOTA:** Antes de extraer el escape original, desconectar los dos cables de accionamiento de la válvula y fijarlos en un punto en el cual no interfieran con piezas móviles y/o calientes de la moto.