

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.** Loosen the Lambda probe; remove the original silencer and then the remaining part of the original exhaust system.
- 2.** Insert the primary manifolds (**ref. 1**). Check the correct coupling in the cylinder seats, then locate the flanges by fitting them on to the stud bolts; do not completely tighten the original nuts to ensure correct positioning and take advantage of the play existing between the flange and the studs.
- 3.** Insert the manifold with its associated fork (**ref.2**) into the previously assembled manifolds, and secure it with the supplied spring.
- 4.** Insert the final manifold (**ref. 3**) and constrain it to the assembly 2/1 with the supplied spring.
- 5.** Insert the silencer on the end manifold; check its correct orientation and secure it with the remaining spring supplied.
- 6.** Fit the carbon strap (**ref. 5 type FB5AS**) to the silencer and fasten it to the passenger's R.H. footboard with the supplied findings (refer to drawing).
- 7.** By applying the tightening torque stated by the manufacturer, tighten the primary manifolds. If the assembly has been correctly carried out, the overall dimensions of the piping should not interfere with the engine parts (radiator, cylinder block, fairing, etc.).
- 8.** 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.
- 9.** Tighten the Lambda probe in its connection on the end manifold (**ref. 3**).
- 10.** 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.

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.

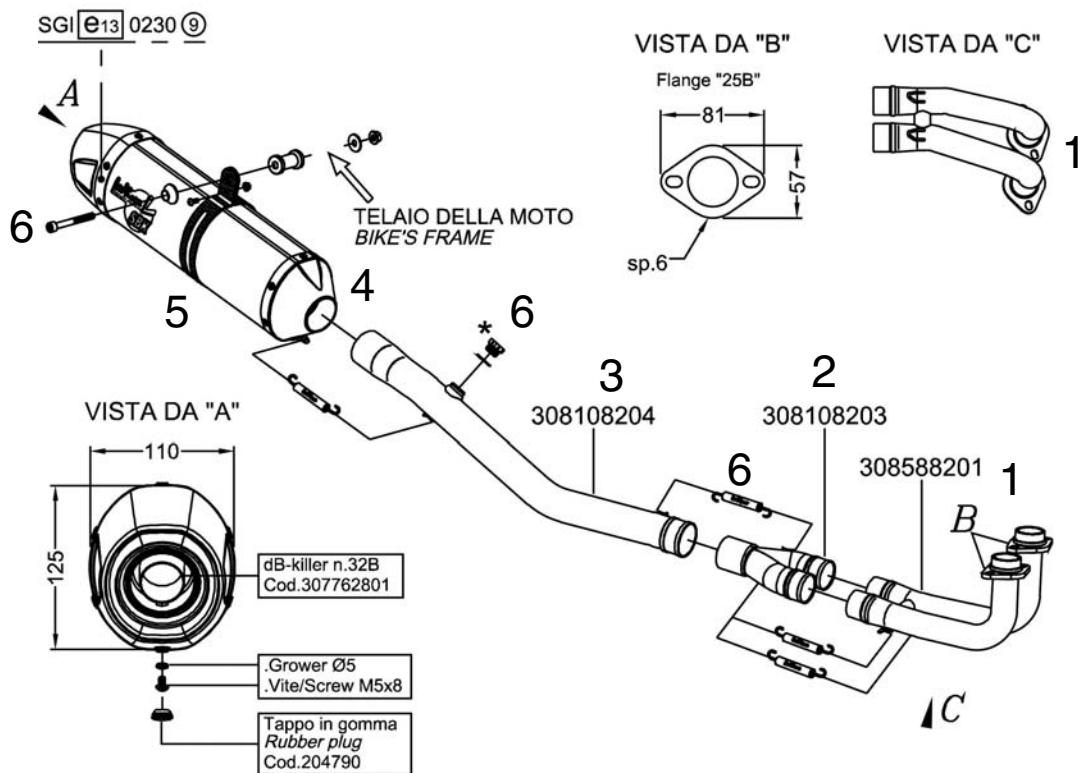
MAINTENANCE


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



- 6 *  I) Componenti forniti in confezione e da utilizzare solo sulle motociclette non dotate di sonda Lambda: .Tappo M18x1,5 h.9
- GB) By-packed components to be used only on motorcycles not provided with Lambda probe: .Plug M18x1,5 h.9
- F) Pièces fournies et à utiliser seulement sur les motocycles qui ne sont pas équipés de sonde Lambda: .Bouchon M18x1,5 h.9
- D) Mitgelieferte Bauteile, die nur für Motorräder ohne Lambda-Sonde einzusetzen sind: .Stopfen M18x1,5 h.9
- E) Componentes suministrados en confección y que hay que utilizar sólo en las motocicletas no equipadas de sonda Lambda: .Tapón M18x1,5 h.9