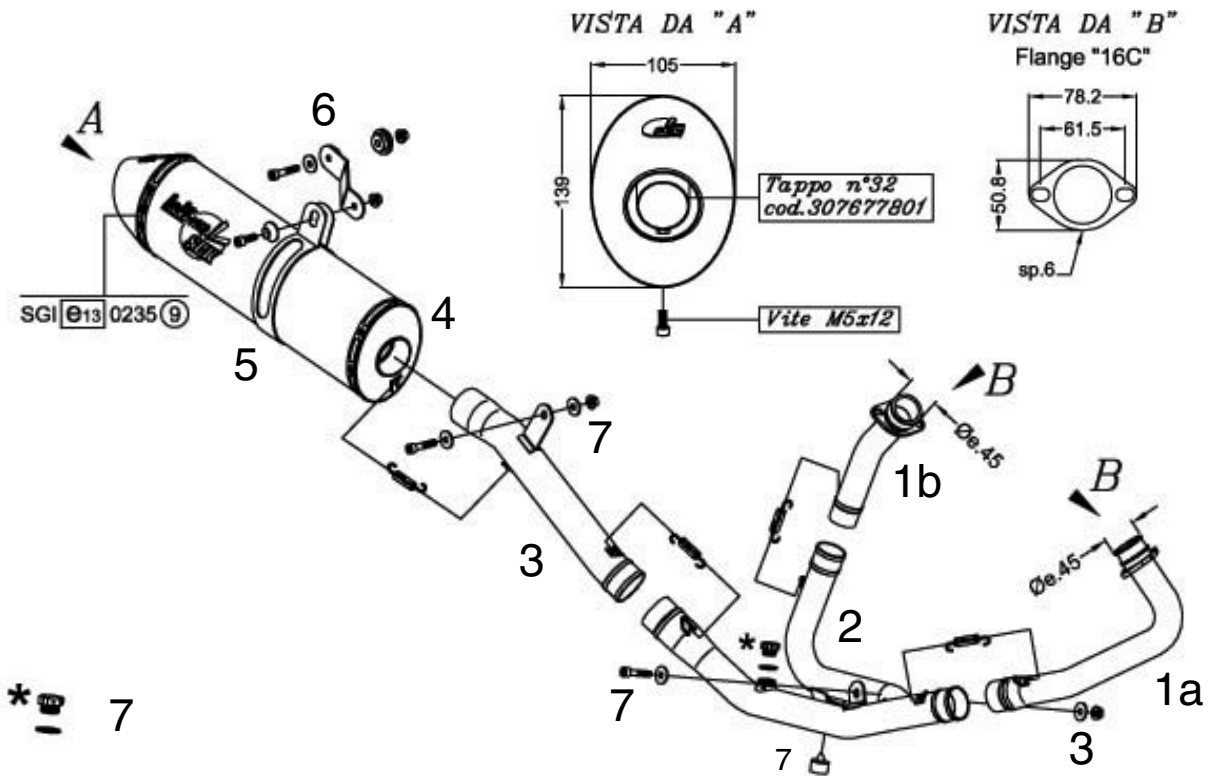


TECHNICAL DRAWING



I) Componenti forniti in confezione e da utilizzare solo sulle motociclette non dotate di sonda Lambda:

.Guarnizione + Tappo M18x1,5 h.9

GB) By-packed components to be used only on motorcycles not provided with Lambda probe: .Seal + Plug M18x1,5 h.9

F) Pièces fournies et à utiliser seulement sur les motocycles qui ne sont pas équipés de sonde Lambda:

.Garniture + Bouchon M18x1,5 h.9

D) Mitgelieferte Bauteile, die nur für Motorräder ohne Lambda-Sonde einzusetzen sind: .Dichtung +

Stopfen M18x1,5 h.9

E) Componentes suministrados en confección y que hay que utilizar sólo en las motocicletas no equipadas de sonda Lambda: .Guarnición + Tapón M18x1,5 h.9

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. Disconnect the Lambda probe from the original exhaust system.
2. Remove the original silencer and then the remaining part of the original exhaust system. To make the removal and reassembly operations easier, temporarily remove the right passenger footboard.
3. Secure the LeoVince bracket (**ref. 6**) with the supplied findings, by removing the original rubber stopper and fixing the bracket to the same place where the original support was fastened.
4. Insert the primary manifolds (see enclosed drawing, **ref. 1a - 1b**) starting from cylinder 1 (the front one) until cylinder 2 (the rear one). Check the correct coupling in the cylinder slots, and then position the flanges by fitting them on to the stud bolts. Do not completely tighten the original nuts to ensure correct positioning and to take advantage of the play existing between the flange and the studs.
5. Insert the secondary manifold (**ref. 3**) into the primary manifolds previously mounted and secure it using the two springs supplied.
6. Secure the secondary manifold (**ref. 3**) to the frame of the motorcycle by fastening the welded bracket with the screw M8x40 (see enclosed drawing) and tighten all the remaining bolts and nuts.
7. Insert the final manifold (**ref. 4**) into the secondary manifold (**ref. 3**) previously mounted and secure it using the spring supplied.
8. Insert the silencer onto the final manifold previously assembled, check its right orientation and then secure it using the remaining spring supplied
9. Fit the rubber protection on to the stainless steel strip (**ref. 5**) that supports the silencer. Then fit the whole assembly on the silencer, and secure the strip to the previously assembled STAINLESS STEEL bracket by means of the Allen screw M8x25, its associated spacer and the flanged M8, as shown on the drawing.
10. Tighten the primary manifolds by applying the driving torque stated by the manufacturer.
11. Secure the final manifold (**ref. 4**) to the frame of the motorcycle by fastening the welded bracket with the screw M8x40 (see enclosed drawing) and tighten all the remaining bolts and nuts.
12. Connect the Lambda probe to the "LeoVince" exhaust system, by driving its connection in to the proper place on the secondary manifold (**ref. 3**).
13. If assembly is correctly undertaken, the overall dimensions of the pipes should not interfere with the engine parts (radiator, cylinder block, fairing etc.).
14. Check the tightening of nuts and bolts. Start up the engine; wait a few minutes until the running temperature is reached and then check that 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. The silencer may be cleaned using gasoline, diesel oil or alcohol. Absolutely avoid the use of any kind of solvent. 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