

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.** 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 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 silencer into the manifold; check its correct position and secure it with the spring supplied.
- 4.** Fit the strap/s to the silencer (and the rubber shoe/s when present) and secure them to the frame of the bike with the supplied findings (see enclosed drawing).
- 5.** (Secure the manifold to the bike frame).
- 6.** Check the correct positioning of all of the assembled parts and then tighten details completely.
- 7.** 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.

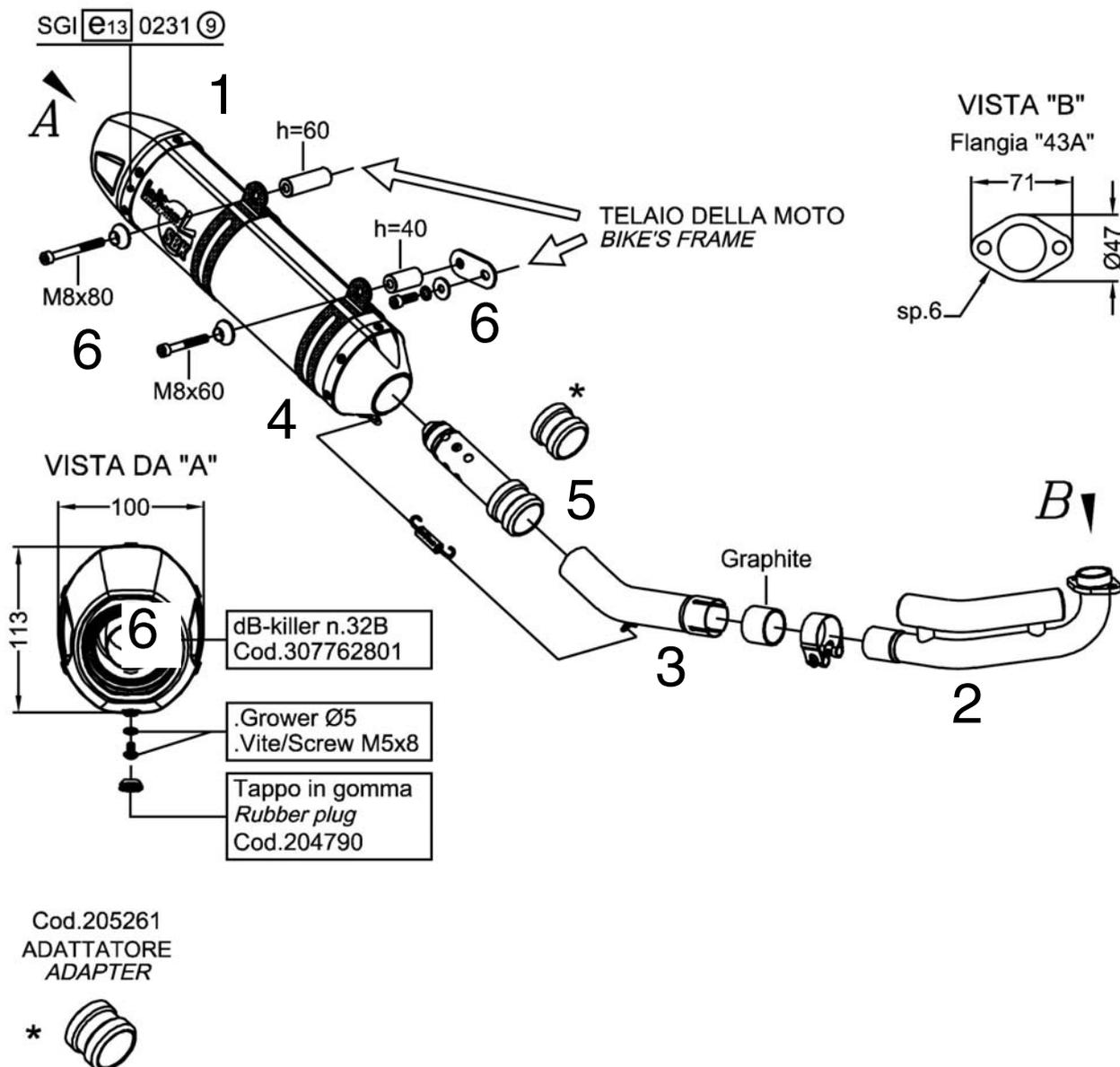
MAINTENANCE

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. 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



I _ Per ottenere il massimo a livello prestazionale, sostituire il dB-killer anteriore cod.308520801 con la boccia di adattamento cod.205261.

Ricordiamo che in seguito alla rimozione del dbkiller il prodotto dovrà essere utilizzato esclusivamente su strade chiuse alla circolazione.

GB _ For a better performance we suggest to replace the front dB-killer (ref. 308520801) with the adjusting bush (ref. 205261). We remind that after the db-killer removal, the product should be exclusively used on closed roads.

F _ Pour obtenir le meilleur rendement de l'échappement, remplacer le réducteur de bruit avant réf.308520801 par la bague réf.205261. Dans ce cas, le pot n'est plus homologué et il doit donc être utilisé uniquement sur route fermée.

D _ Für eine bestmögliche Leistung empfehlen wir, den vorderen dB-Killer (Art.-Nr.: 308520801) gegen die Adapterhülse (Art.-Nr.: 205261) auszutauschen.

Beachten Sie bitte, dass das Entfernen des dB-Killers nicht zulässig ist, wenn das Fahrzeug auf öffentlichen Straßen bewegt werden soll.

E _ Para obtener el mejor rendimiento del escape, sustituir el reductor de ruido delantero ref. 308520801 por el anillo ref. 205261. Os recordamos que sustituyendo el reductor de ruido delantero, el producto solo podrá ser utilizado en carreteras cerradas al tráfico.