FITTING INSTRUCTIONS

PRECAUTIONS:
Before carrying out any work on the machine or its exhaust, ensure that the temperature of the power unit and exhaust will cause no harm either to the operator or to parts which are not heat resistant (such as fairing, hoses, sleeves etc)

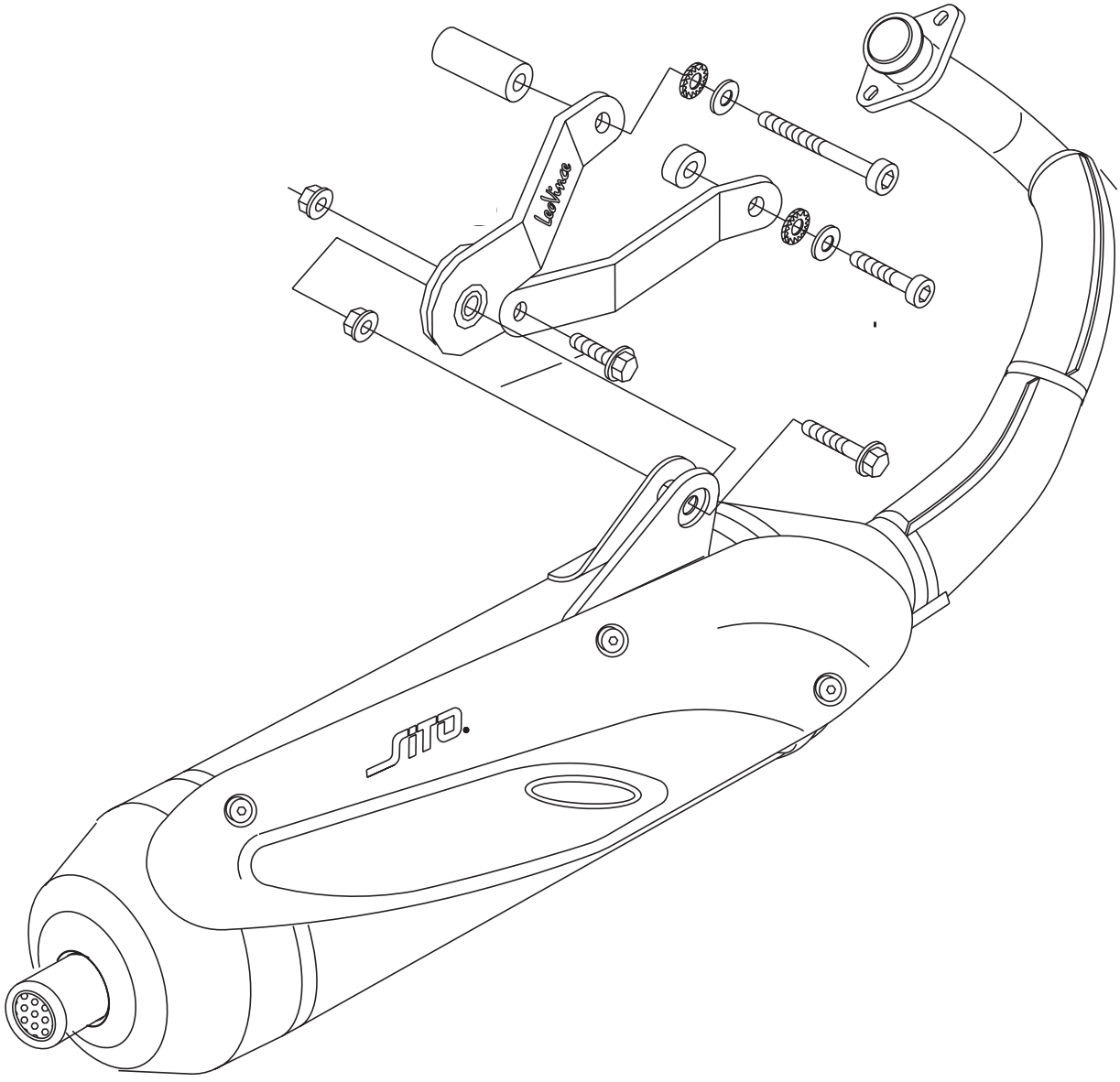
FITTING;
1. Remove the OE silencer
2. Fit the SITO silencer, aligning the header pipe with the exhaust flange on the power unit, and remembering to fit the sealing gasket when available. Partially tighten the two nuts on the mounting studs to allow a degree of realignment. This is made possible by the clearance between the flange and the mounting studs on the power unit.
3. Fit the brackets supplied, following the indications on the drawing enclosed, where you will see clearly described the correct relationship between the various spacers, washers (when required), and fasteners
4. Tighten up all the fasteners, starting with those on the mounting flange at the power unit.
5. Start the motor, wait a few minutes for it to reach operating temperature, and check that there are no gas leaks.

NB: after approximately 100 Km, check all the fasteners.

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 FORBIDDEN to make any modifications to 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.

TECHNICAL DRAWING



FITTING INSTRUCTIONS ROLLERS AND SPRINGS

If you wish to take advantage of the characteristics of this product, which provides a power increase over a wide range, with an improvement in acceleration and in top-end, we recommend that you carry out the following modifications to the standard transmission system:

1. Remove the outer primary cover on the left hand side, to obtain access to the transmission assembly (fig 1)

2. Remove the centrifugal rollers from the interior of the driving half-pulley (front variator), using the components included with the kit (art 4659 – 4,8). Take care to locate the rollers as shown in fig 2.

Change the return springs on the inside of the driven half-pulley (clutch), using the components included with the exhaust kit (PIAGGIO MEDIUM RED) as indicated in fig 3 or fig 4.

Important: the roller kit to fit the variator drive included in the pack is specifically designed for use on an unmodified engine, which is original in every respect.

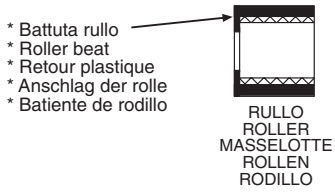
If all these components are changed, they will affect the performance of the machine, in the same way as the topography of the area where it is to be used, or the weight of the rider. If detailed tuning of the transmission is called for, we offer the following range of rollers of different weights:

Art. 4645 D x L (mm) 15 x 12

gr.	2,3	3,3	3,5	4,3	4,7	5,0	5,3	5,8	6,3	6,6	7,2	7,7	8,1	8,6

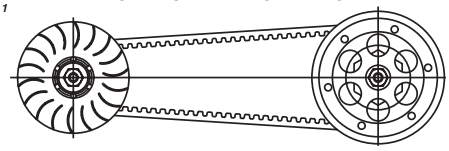
Our technicians are at your disposal for further clarification and suggestions. We must remind you that tuned power units can only be used for COMPETITION PURPOSES ON A CLOSED CIRCUIT.

DISEGNO TECNICO RULLI E MOLLE - TECHNICAL DRAWING ROLLERS AND SPRINGS
CROQUIS TECHNIQUE MASSELOTTES ET RESSORTS - TECHNISCHE ZEICHNUNG ROLLEN UND FEDERN
DISEÑO TÉCNICO RODILLOS Y MUELLES



VISTA DAL LATO ESTERNO - VIEW FROM THE OUTER SIDE
VUE DE L'EXTÉRIEUR - ANSICHT VON AUSSENSEITE
VISTA DESDE EL LADO EXTERIOR

FIGURA 1



MOLLE DA SOSTITUIRE - SPRINGS TO BE REPLACED
RESSORTS À REMPLACER - ZU ERSETZENDE FEDER
MUELLES PARA SUSTITUCIÓN

FIGURA 2

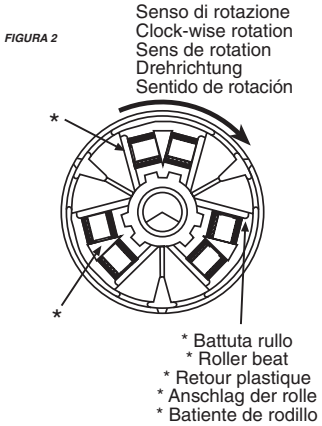
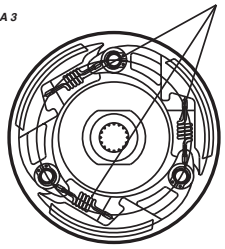
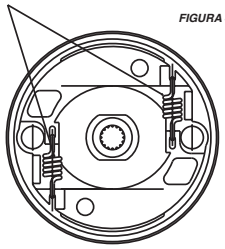


FIGURA 3



Frizione a 3 molle
3 springs clutch
Embrajage à 3 molle
3-feder-kupplung
Friccion con 3 muelles

FIGURA 4



Frizione a 2 molle
2 springs clutch
Embrajage à 2 ressorts
2-feder-kupplung
Friccion con 2 muelles

VISTA DAL LATO INTERNO - VIEW FROM THE INNER SIDE
VUE DE L'INTÉRIEUR - ANSICHT VON INNENSEITE
VISTA DESDE EL LADO INTERIOR