

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. Fully loosen the original Allen screws which secure the original manifold of the rear cylinder, (by means of flange), to the relative head attachment.
2. Loosen the original Allen screws that secure the original manifold of the front cylinder (by means of flange) and the strap, which secures the first part of the original compensator unit.
3. Completely loosen the original nuts and bolts that secure the silencers to the frame. Remove the original exhaust only conserving the first part of the primary manifold of the front cylinder.
4. Assemble the Silver Tail compensator unit (ref. 1 and 2) being sure to initially insert it into the original primary manifold of the front cylinder, then fit it with the relative flange on to the rear cylinder.
5. Insert the original Allen screws into the head attachment of the rear cylinder (see enclosed drawing); avoid fully tightening in order to take advantage of the play existing between the flange and the studs.
6. Insert the silencers (ref. 3 and 4) complete with frame attachment bracket and the relative casings with the welded strips (ref. 5 and 6) into the manifolds of the compensator unit and secure the support brackets with the original frame screws, check the correct positioning of all the assembled parts and definitively tighten all the nuts and bolts.
7. Mount the gripping straps on the pipes of the compensator unit (see enclosed drawing), just inserting the strap, positioning the screw and the carriage downwards, so as to allow them freedom to slide.
8. Then position the Silver Tail casing (ref. 7) on the compensator unit, fit the strips on to the casing support elements (according to enclosed drawing) and secure the whole thing being sure to verify the correct positioning of the casing itself on securing the strips themselves.
9. Re-assemble the original footboard.
10. Start up the engine, wait a few minutes until the running temperature has been reached and check that there are no gas leaks.

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. To obtain best results we would suggest that you check the carburation of your machine bearing in mind its condition, and the climatic conditions in your region.

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

