FZS600 FAZER DOWN PIPES

Packing List:

1X SET OF DOWN PIPES PR1140
1X COLLECTOR
4X COPPER GASKETS PR1416
4X SPRINGS PR1906
1X TUBE HIGH TEMP SILICONE SEALANT

Fitting Instructions

We strongly advise that this product is fitted by a qualified motorcycle mechanic.

Please check packing list before you start.
Always fit new gaskets & apply high temperature silicon sealant to all slip fit joints.
Secure motorcycle on level ground using paddock stand. Recommended!
Remove seats, panels and standard exhausts as necessary.
Remove old gaskets and clean the ports of dirt, corrosion and carbon deposits.
Fit new gaskets into exhaust ports, using a small amount of silicone to hold in place.
Smear a light coating of high temp silicone sealant to the inside of slip joint.
Select one pair of down pipes and insert into collector, just a few millimetres for now.
Repeat with the other pair. HINT have an assistant hold collector on a solid work surface.
This is so you can use both hands to feed the pipes in. See Image 1
Now fit assembly to motorcycle. Rotating pipes in collector as required.
Fit exhaust collars and stud nuts finger tight.
Attach the springs and using a soft faced mallet gently tap the pipes in, until the collector
Mounting hole is aligned. See Image 2 Fit hardware finger tight.
Starting from the front working rearwards tighten all nuts and bolts.
After refitting silencer, start engine and check for leaks.
Replace panels, seats etc.
After your first ride out, check all fasteners for tightness.

Image 1 *Image 2*

Stainless Steel Exhaust Care

T-304 Stainless Steel is a premium alloy containing a minimum of 18% chromium and a Minimum of 8% nickel along with other alloying elements. It is the preferred alloy for the manufacture of products subject to high heat and corrosive conditions. Chromium increases the hardness of the steel and makes it more resistant to corrosion and oxidation. Nickel strengthens the steel and further increases its resistance to corrosion and oxidation.

Will It Stain?

Yes. The name says it all. It's stain-less steel, not stain-free steel! Nevertheless, it will stain much less than other steels or alloys and it will never rust (which is probably the reason it was purchased). With proper care, staining can be minimized or eliminated. Frequent washing (only clean your exhaust after it is cool to the touch) with hot water and a mild low acid detergent will help to maintain the polished look of your new exhaust as long as possible. If it is necessary to remove oil or road tar, wait for the system to cool, wash first with mineral spirits and immediately wash with soapy water, rinse off with hot clean water, then buff dry.

Organic compounds picked up from the road including engine oil and antifreeze, if left on the exhaust, will eventually bake onto the metal and will be extremely difficult to remove. If left on long enough, the colour of the organics will change to a black or a dark reddish brown that may resemble rust. At this point, the only way to clean the surface is to scrub with a fine stainless steel wool pad, wash with hot soapy water, rinse with clean water and buff dry.

Why does Stainless change colour?

When stainless steel is heated up, several of the alloying elements will precipitate out and migrate to the surface thereby affecting the colour. The first element to precipitate out is carbon, which gives the metal a gold sheen. No amount of polishing will remove it. When the exhaust turns blue-ish, it is the result of excessive heat changing the structure of the chromium crystals in the metal