Honda CBR1000F Link Pipes PR1344

To fit the following models:

Honda CBR1000F FH (1988) – FX (1999)

Packing List:

2 x PR1344 Link pipes
2 x Silencers of choice including necessary fittings and straps.
1 x Left hand lower fairing support bracket
1 x Right hand lower fairing support bracket

Optional extras
2 x exhaust clamps

Fitting Instructions

Always fit new gaskets & apply high temperature silicon sealant to all slip fit joints

- Remove heat shields 1 & 2 as shown keep these safe as these are not used with your Delkevic silencers
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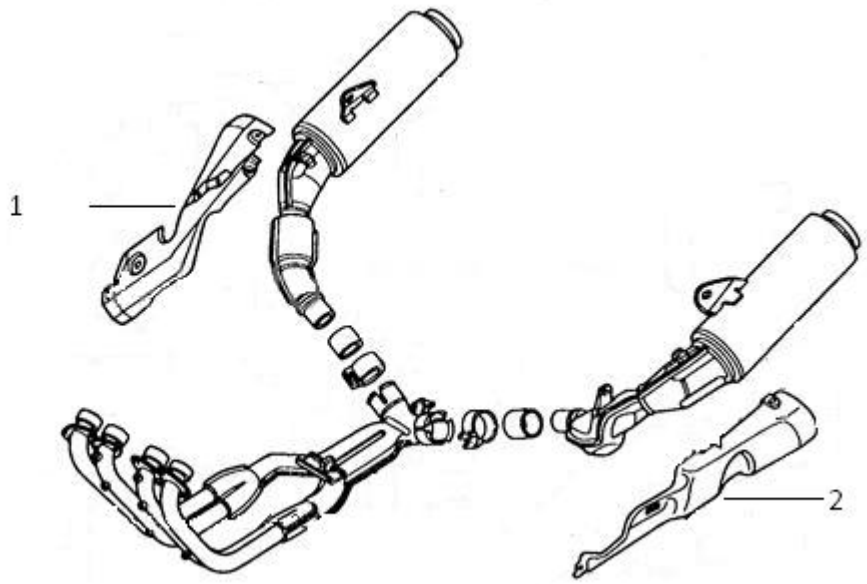
- Remove existing silencers



- Clean the downpipe outlets & fit new gaskets
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- Fit the left hand link pipe & rotate until the required chain clearance is achieved

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- Pinch up the exhaust clamp (do not fully tighten yet)
- Apply a little high temperature silicon sealant (available from Delkevic) to end of link pipe
- Fit the silencer & clamp provided (do not tighten clamp)
- Rotate the silencer until the required alignment is achieved

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- Fit the rubber strip to the inside of the silencer strap
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- Mount the silencer strap onto the silencer
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- Repeat all steps for Right hand silencer

- With both silencers now loosely fitted rotate the right hand link pipe until both silencers are aligned correctly

- Starting from the front of the link pipes working backwards fully tighten all fixings

- Please note that with stainless steel link pipes greater force will be required to compress the joints than with original mild steel items

- Fit the Left hand fairing bracket to the mounting hole in the fairing that was originally used to fix the heat shield 2 shown in fig A

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- Fit the Right hand fairing bracket to the mounting hole in the fairing that was originally used to fix the heat shield 1 shown in fig A

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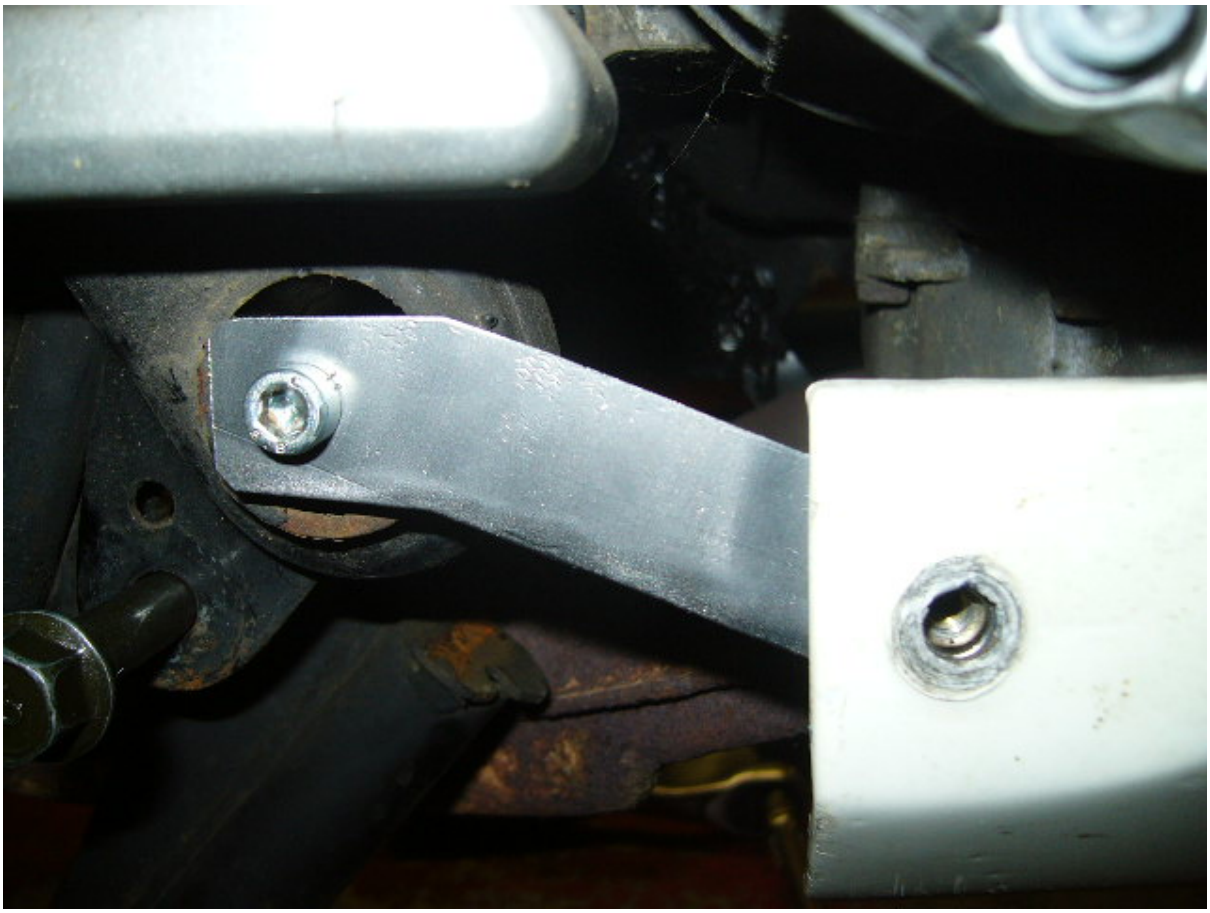

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- Start the engine & check the system for leaks tightening clamps where required

- As all Delkevic systems are tested and developed on the latest Dynojet equipment no jetting changes should be required

- After the first ride on the road check all fittings including the silencer baffle if fitted

- It is advisable to check these fittings (especially the removable baffle) regularly during the first few weeks until the fixings have ‘bedded in’

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, it is the result of excessive heat changing the structure of the chromium crystals in the metal