



## **4-1 COMPLETE SYSTEM CB750K 1969-1976**



### **Packing List:**

- 1 x Set of 4 downpipes
- 1 x Collector
- 1 x Universal silencer (where required) complete with removable cartridge baffle system.
- 1 x M8x50mm cap screw
- 1 x M8 nyloc nut
- 2 x M8 washers
- 1 x M8x13.5x28mm spacer
- 1 x silencer bracket/stand stop combined
- 2 x 22x10x22mm spacers
- 2x M10x35mm bolts.
- 2x M10 Plain washers (Not required for universal silencer)
- 2x M10 spring washers
- 4 x collector springs
- 1x Stand stop rubber PR2235.

### **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 (where required)***

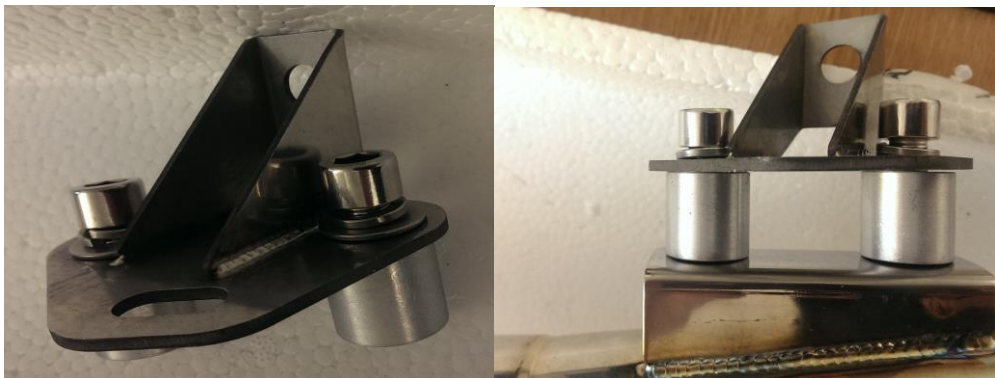
***Secure motorcycle on level ground using paddock stand. Recommended!***

***Remove seat(s), panels and standard exhausts as necessary.***

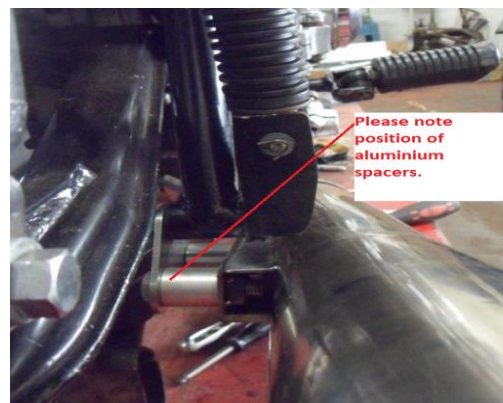
Please see image for component reference:



1. Clean cylinder head exhaust port of old gasket material, dirt and carbon deposits.
2. Loosely fit new downpipes into the collector to correspond to the numbers on the downpipes and the collector. At this stage do NOT fit the springs.
3. Loosely fit the new downpipes to the cylinder head whilst supporting the collector.
4. Do NOT tighten ANY of the fittings at this stage.
5. Using the two M10 Cap screws and spring washers supplied, loosely attach the bracket to the silencer (*see images below*)



6. Remove the R/H/ footrest securing bolt and replace with M8 Cap screw and plain washer, whilst ensuring to fit the long aluminium spacer into the frame. Do not fit the nyloc nut or washer at this stage. Fit silencer with 64/67mm clamp on to collector, support with the aid of a jack (insulated so as not to scratch the silencer or collector) or seek the assistance of another person. Do NOT tighten the clamp at this stage).
7. Align silencer mounting bracket with the new longer footrest bolt and fit bracket over the protruding bolt, fit new plain washer and loosely attach new M8 nyloc nut. Do NOT tighten anything at this stage.



8. *Move collector and silencer to obtain alignment and clearance. Once satisfied that the stand stop is in the correct position and that there is clearance all around the exhaust, fit the four insulated springs to the collector and downpipes and begin to tighten all clamps and fasteners, nuts and bolts, starting from the front and working rearwards.*
9. *Fit rubber stand stop to the hole in the new rear footrest/stand stop/muffler hanger bracket and ensure the stand aligns correctly in the “up” position.*



*Start engine and check for leaks. Rectify any leaks. Check all connections for tightness.*

**BEWARE THE EXHAUST MAY BE HOT!!!**

10. *Replace panels, seats etc.*

**After your first ride out, check all fasteners for tightness.**

**Periodically check the security of all fasteners, springs and clamps.**