



Ref 356

Honda ST1100 Fitting Instructions PR1633

To fit the following models:

Honda ST1100 Pan European 89-03

Honda ST1100 A/AC 91-02

Honda ST1100 ABS/TCS 92-03

Packing List:

PR1633

1 x Left hand Exhaust

1 x Right hand Exhaust

Optional extras

2 x exhaust clamps 51-55mm (pos 8 & 9)

1 x exhaust clamps 47-51mm

2 x 48.5x42.5x30mm Gaskets (pos 10)

1 x 44.5x38.5x25mm Gaskets pos 11)

4 x 41mm Cylinder head gasket rings (pos 3)

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-Fit both link pipes / original silencers along with new gaskets (pos 10) & clamps (pos 11) Note that the left link pipe has a bracket for the centre stand

-Position the link pipes / Original silencers in roughly the correct position but do not tighten any clamps

-Lift the rear of the system up towards the mounting bracket & insert the mounting bolt approx 5mm

-Centralise the left & right headers so that they do not hit the engine etc

-Tighten the front cylinder head mounting nuts (only finger tight at this stage)

-Fully tighten the rear mounting bolt

- Fully tighten the front cylinder head mounting nuts

-If fitting replacement silencers, the silencers & clamps can now be mounted onto the link pipes

-Rotate the link pipes until you are happy with the alignment of the silencers

-Tighten all clamps & silencer mountings starting from the **front of the bike & working backwards**

Refit heat shields (pos 5 & 14)

-Refit all bodywork

-After first 50 km recheck all nuts & mountings 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'

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

Stainless Steel systems will discolour with heat, this does not affect the corrosion resistance of the surface

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