



Yamaha XJ600 Link Pipes PR1343

To fit the following models:

Yamaha XJ600S	92-03
Yamaha XJ600N	92-03
Yamaha Seca II	92-98

Packing List:

- 2 x PR1343 Link pipes
- 2 x Fitting Kits consisting:
 - 1 x M8 x 45 Cap Screw
 - 1 x M8 x 30 Cap Screw
 - 1 x 1343.1 Angled Bracket
 - 2 x M8 Nyloc Nuts
 - 4 x 8mm washers
- 2 x Silencers of choice including necessary fittings

Optional extras

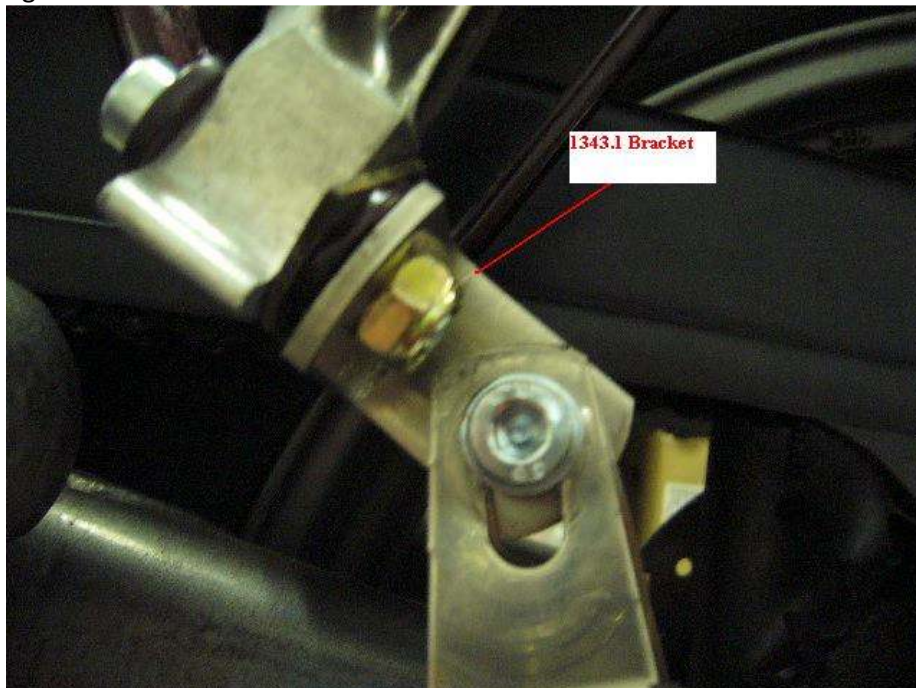
- 2 x exhaust clamps

Fitting Instructions

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

- Remove existing silencers / link pipes
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- Clean the downpipe outlets & apply a small amount of high temperature Silicon Sealant ready for fitting of link pipes
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- Fit the left hand link pipe & rotate until the stand stop makes the required contact with the centre stand (Use OEM rubber stop)
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- Pinch up the exhaust clamp (do not fully tighten yet)
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- Remove the pillion footrest mounting bolt & replace with the M8 x 45 cap screw + washer
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- Mount the Angled Bracket as shown in fig 1

Fig 1



- Fit the silencer & clamp provided (do not tighten clamp)
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- 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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- Using the M8 x 30 Cap screw + 2 x washer + M8 Nyloc Nut, mount the strap to the Angled bracket (Fig 2
Fig 2



- 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
- Start the engine & check the system for leaks tightening clamps where 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 any 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-ish, it is the result of excessive heat changing the structure of the chromium crystals in the metal