



## **XJ600 4 INTO 1 SYSTEM**



### **Packing List:**

- 1X SET OF DOWN PIPES PR1670
- 1X COLLECTOR PR1670
- 1X LINK PIPE PR1670
- 1X CLAMP 44x47mm PR2063
- 1X STAND STOP RUBBER PR2235
- 1X SILENCER OF CHOICE WITH STRAP
- 1X CLAMP 52x55mm PR2065
- 4X SPRINGS PR1906
- 4X COPPER GASKETS 40mm PR1415
- 1X OIL LEVEL SWITCH EXTENSION WIRE
- 4X ZIP TIES
- 1X FRAME BRACKET, NUT, BOLT AND WASHERS
- 1x tube high temp silicone sealant PR2045

### **Fitting Instructions**

*Please check packing list before starting.*

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

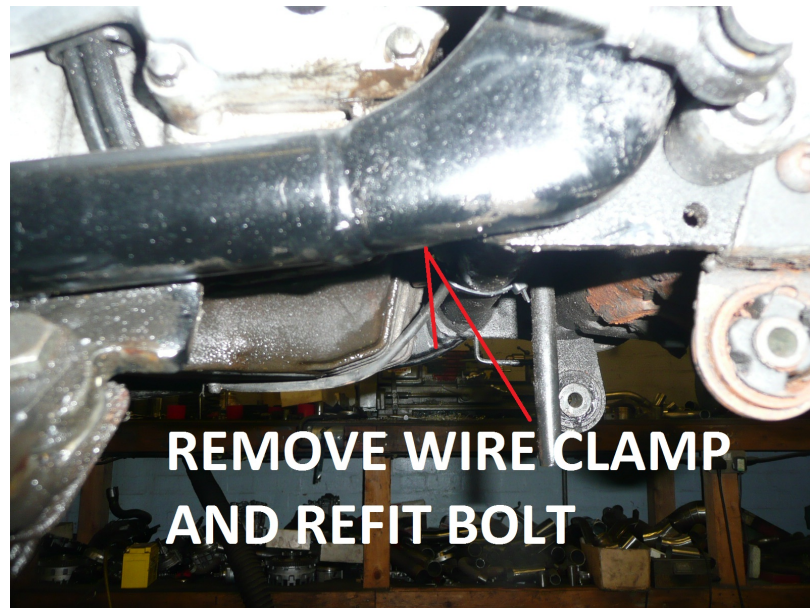
*Secure motorcycle on level ground using paddock stand. Recommended!*

*Remove standard exhausts.*

*Clean exhaust ports of old gaskets, dirt and carbon deposits.*

1. /3

*Disconnect oil level switch wire and remove clamp from rear of sump.*



*Route wire forwards, and refit clamp*



*Fit extension wire and zip tie to frame.*

*Determine which down pipe goes where into the collector.*

*Smear a light coating of high temp silicone sealant to the inside of slip joint.*

*Insert down pipes loosely, do not fit springs yet.*

*Fit new gaskets in cylinder head and then the down pipes and collector as an assembly.*

*Attach all mounting bolts/nuts finger tight.*

2. /3

*Fit stand stop rubber and smear a light coating of silicon sealant to the inside of link pipe.*

*Attach correct clamp and insert it on to collector.*



*Nip up bolt, not too tight for now, just to support it.*

*Remove footrest pin and replace with Allen bolt and Bracket.*



*Smear a light coating of sealant inside silencer and fit with clamp on to link pipe.*

*Now fit silencer strap onto silencer and frame bracket, using soapy water on rubber strap to ease adjustment.*

*Rotate link pipe to obtain true alignment and clearance, when you are happy, starting from the front, tighten all clamps and fasteners. Then fit springs.*

*Clean off any soap, excess silicon and finger marks.*

*Start engine and check for leaks.*

*After your first ride out, check all fasteners for tightness, especially the baffle bolt.*

3. /3

## **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