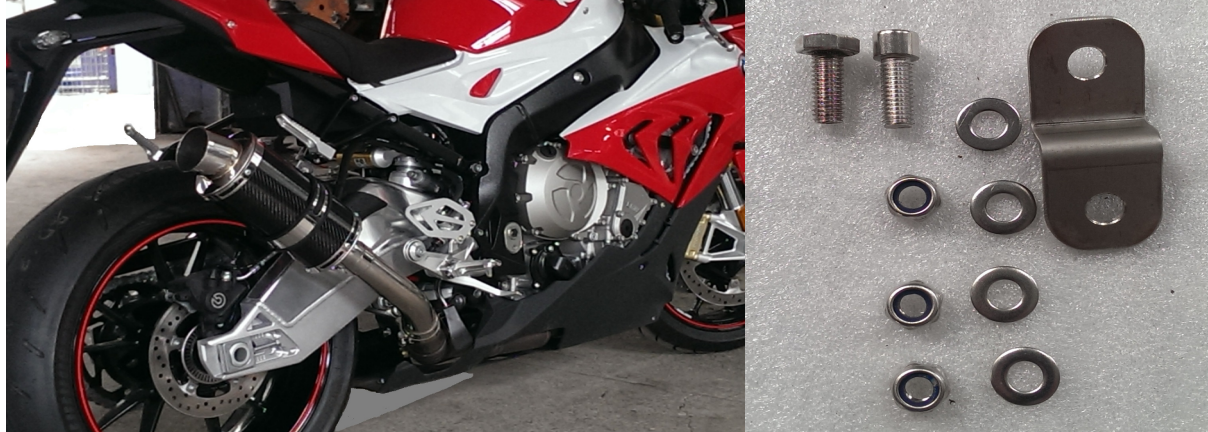




BMW S1000 RR 2015-



Packing List:

- 1X LINK PIPE (PR2586)
- 1X CLAMP 56mm-59mm (PR2066) (Link pipe to downpipe connection)
- 1X SILENCER OF CHOICE WITH "b" STRAP, clamp and removable baffle (where applicable)
- 1 x M8 x 25mm Hex Head Bolt (To be fitted INSIDE of R/H Pillion Footrest hanger)
- 1 x M8 x 25mm Stainless Steel Cap Screw
- 4 x 8mm Stainless Steel Plain washers.
- 3 x M8 NYLOC Stainless steel lock nuts.
- 1 x Stainless Steel offset drop bracket.
- 1x tube high temp silicone sealant PR2045

Fitting Instructions

We strongly advise that this product is fitted by a qualified motorcycle mechanic.

Please check packing list before starting.

Secure motorcycle on level ground using paddock stand. Recommended!

Ensure the engine and exhausts are COOL prior to commencing work!

Remove standard exhaust.

Clean exhaust downpipe outlet of old gaskets, dirt and carbon deposits.

ALWAYS REMOVE ANY PROTECTIVE FILM AND/OR PACKAGING FROM ALL SUPPLIED PRODUCTS PRIOR TO FITTING. SILENCERS AND HARDWARE ARE OFTEN SUPPLIED WITH A WHITE PROTECTIVE FILM

Remove OEM Silencer



We recommend that the OEM silencer TORX bolt and washer (circled) are refitted to the original position and secured with the new M8 nyloc nut and plain washer supplied.



Remove R/H Pillion footrest and retain ALL of the parts for later refit. Fit new M8 Stainless Steel Hex Head bolt through the footrest hanger.



Fit new offset stainless steel hanger bracket onto the Hex head bolt as

pictured and fit new 8mm plain washer and M8 Nyloc nut. PLEASE NOTE POSITION. DO NOT FULLY TIGHTEN AT THIS STAGE.

Apply a thin film of high temp silicone sealant to the outlet of the OEM downpipe and fit link pipe and clamp to the downpipe outlet but do NOT tighten the clamp at this stage.



Apply a thin film of high temp sealant to the inlet of the silencer and fit silencer to the link pipe ensuring that the clamp is loosely fitted to the inlet side of the silencer. Slide "b" shaped silencer hanger and rubber over the silencer and align to the offset hanger bracket. Do NOT tighten any fittings at this stage.



Refit OEM R/H Pillion footrest.



Rotate link pipe to obtain true alignment and clearance, with particular attention to the clearance of the rear edge of the silencer to the swing arm. Once satisfied, starting from the front, tighten all clamps and fasteners.

Clean off any soap, oil, grease, excess silicon and finger marks.

Start engine and check for leaks.

After your first ride out, allow the exhaust to cool and check all fasteners for tightness, especially the baffle bolt.

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