



**APRILIA RSV4 1000 and RSV4 1000 APRC 2009-2015
APRILIA RSV4 1100, TUONO V4 1100 2015-**



Packing List:

- 1X LINK PIPE (PR2500)
- 1X SILENCER OF CHOICE WITH "b" STRAP, clamp and removable baffle (where applicable)
- 1x HEAT SHEILD (supplied on link pipe)
- 2x M6x10mm DOME HEAD CAP SCREWS (supplied on link pipe)
- 2x M6 Spring washers (supplied on link pipe)
- 2x M6 Plain washers (supplied on link pipe)
- 1 X PR2066 (56mm-59mm) Clamp.

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 including the rubber mounting below the rear suspension linkage. **See image:**



Apply a thin film of high temp silicone sealant to the outlet of the OEM downpipe and fit new Delkevic 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 R/H footrest hanger bracket as per OEM. Do **NOT** tighten any fittings at this stage.

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 AND the radius/bend of the link pipe and its proximity to the suspension linkage. **See image:**



Once satisfied, starting from the rear (Silencer strap), 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 (where applicable)

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