



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

HONDA VFR750F Gen 4 (1994-1997)

R.H EXIT EXHAUSTS SYSTEMS:

EXPS-0131	Set, Pipe, Full Race System, (No Silencer)
EXPS-0132	Set, Pipe, Full Race System, Round Aluminium Silencer
EXPS-0133	Set, Pipe, Full Race System, Round Carbon/Carbon End Cap Silencer
EXPS-0134	Set, Pipe, Full Race System, Oval Carbon/Carbon End Cap Silencer
EXPS-0135	Set, Pipe, Full Race System, Round Carbon Silencer
EXPS-0136	Set, Pipe, Full Race System, Oval Stainless Silencer



Parts in Sets:



1x EXPT-1119



1x EXPT-2119



1x EXPT-3119



1x EXPT-4119



2x EXPT-5119



1x EXPT-7119



1x EXPT-8119



1x EXPT-9119



1x EXMS-0119



2x EXMN-0119



2x EXMC-0119



1x Clamp Round or



1x Clamp Oval



4x 18291-MN5-650



Hardware included



12x EXSG-0002



1x BPSY-0257



Depending on which set you ordered one of the following Silencers is included

(except set EXPS-0131, which has no silencer and exhaust clamp)

R.H Exit Silencer Options



Fitting Instructions

As with all the V4 Hondas, removal of the stock exhaust system is the trickiest part of the whole job.

Tool tips: As well as a basic tool kit, we strongly recommend the use of ¼" and 3/8" drive sockets and universal joints to allow access to the hard to reach areas.

An important note here is that the center stand needs to be removed to fit the TYGA exhaust system, but prior to removing the center stand you will need to fit a spacer between the side stand and the side stand frame mounts to give clear routing for the final section of the exhaust system and avoid interference with the lower cowling.

So, the first job would be to flip the bike onto the center stand.

Now, remove the lower cowling and the mid sections left and right. The front inner cowling can be left in situ, along with the little chin piece near the oil cooler, but it does give clearer access without things in the way with these parts removed.

With all the necessary bodywork and pillion hangers removed, the next job is to completely remove the standard exhaust system. Removing the foot rests and also the chain guard will give you somewhat better access to the fiddly rear header section.

Removing the rear bank header joint is the trickiest part of the whole job. If you've got time to spare then I recommend removal of the rear shock, as it gives much clearer access. However, it can be done with the shock in place but there's little room to move around.

The rear bank header joint is secured by four M6 nuts. To get these free I recommend a ¼" drive, 10mm socket on a universal joint with an extension and a short handle ratchet.

Stop the U-joint from flopping around by wrapping some electrical tape around it.

It may also be wise to give all nuts and bolts that you intend to remove a good spray with WD40 or similar. This may be best done the night before attempting to remove the pipe to allow time for the penetrant to soak in.



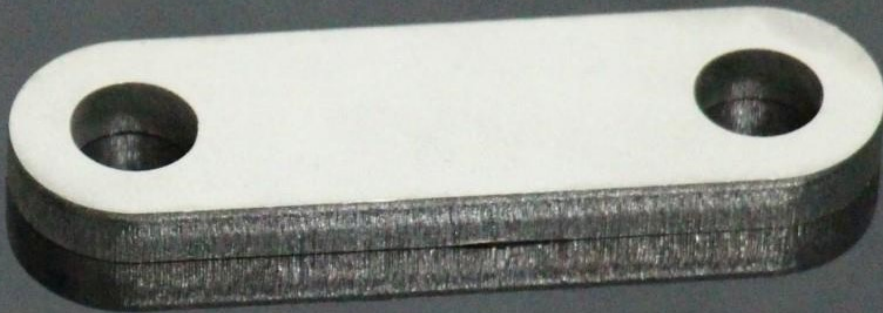
Remove all four-exhaust gaskets, we won't be reusing them

(new ones are included in our sets)

Right then, now that the stock pipe is off and thrown unceremoniously behind the shed, it's time to start fitting the TYGA parts.

1) With the bike on the center stand, remove the gear lever, noting it's orientation before removal, and then remove the two M10 bolts securing the side stand. Note that the lower cowling bracket fits to the outside of the side stand and should remain in this position upon refitting. Now fit the spacer (BPSY-0257) between the side stand bracket and the frame, refit the M10 bolts and tighten securely. Refit the gear lever in the previously noted orientation. Tighten the M6 bolt.

BPSY-0257 Side Stand Spacer

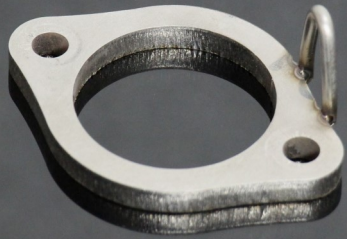


Now pop the bike back onto the side stand, and remove the center stand and all associated components. We won't be using any of it.



2) Fit new exhaust gaskets to all four ports.

Smear lightly with silicone sealant to help stay in place. Keep the sealant handy and use on all joints to allow easier fitting and a gas tight joint.



EXMC-0119

3) Fit the two rear bank manifolds in place. The flanges to hold the manifolds in place should have the spring hook in the upper right (2 o'clock) position. Tighten the four M6 nuts to secure.

If you removed the rear shock, now's a good time to replace it.

4) Fit the front left header pipe (EXPT-1119) and secure with the two M6 nuts finger tight. Don't crush the front bank exhaust gaskets at this time.



EXPT-1119

5) Fit the front right header pipe (EXPT-2119) and secure with the two M6 nuts finger tight. Don't crush the front bank exhaust gaskets at this time.



EXPT-2119

6) Fit the rear left header pipe (EXPT-3119) and secure with the spring.



7) Fit the rear right header pipe (EXPT-4119) and secure with the spring

8) Now you need to wriggle the first collector (EXPT-5119) onto the headers of the left bank. It's a little tricky but with there's enough movement to pop the collector into place.



9) Repeat as above with the second collector (EXPT-5119) on to headers of the right bank.

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10) Secure the collectors to the headers with the springs.

11) Now fit the secondary section A pipe (EXPT-7119) to the top collector and secure with the spring



12) Now fit the secondary section B pipe (EXPT-8119) to the lower collector and secure with the spring



13) The final collector and tail pipe (EXPT-9119) is all in one, so wriggle this onto the pair of secondary pipes and secure with the springs.



14) Now fit your silencer of choice and install the clamp loosely to the silencer stay on the pillion step



15) Finally, fit the frame mount stay (EXMS-0119). This bolts onto the frame mount for the center stand and helps keep the pipe clear of interference with both the frame and the lower cowling on the left side. Tighten the M8 cap head securely. Note that there is a 10mm bush fitted between the rubber mount on the pipe and the stay, so the actual position of the final section can be adjusted left or right slightly if necessary, by changing the thickness of this bush. Fit the M6 bolt though here loosely.



16) Now take a good look all around and check for interference issues with the frame, swingarm, cowling etc. The routing of the pipe does have a little adjustability by a bit of twisting here and there.

17) Once satisfied with the routing, tighten up the front headers and the frame mount stay.

18) Secure the silencer clamp



19) Refit all the bodywork and the footrests and your job is done.

Stand back, admire your handy work, and allow the silicone on the slip joints an hour or so to cure.

Enjoy!



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