**TECbikepartsUSA.com**

**STAINLESS 2 into 2 EXHAUST SYSTEM**

**Hear it running and watch how to install a TEC exhaust system on youtube:**

[**http://www.youtube.com/watch?v=uuHGoRbPSb0**](http://www.youtube.com/watch?v=uuHGoRbPSb0)

**Go to our web site** [**www.tecbikepartsusa.com**](http://www.tecbikepartsusa.com) **for a simple, clickable link to view this video in the 2-2 Exhaust details**

**Thank you for purchasing our product. Owners with at least a moderate level of mechanical ability should find installation straight forward. Otherwise we recommend the work be performed by a qualified technician. We have tried to make these instructions as clear as possible, and further guidance may be found in the video. However, if you still have problems with installation, please contact us at:** [**customerservice@tecbikepartsusa.com**](mailto:customerservice@tecbikepartsusa.com)

**This system is suitable for both EFI and Carburetor models: on Carburetor models you will need to fit the blanking plugs and copper washers supplied with the kit to the front header pipes.**

**PLEASE READ ALL THESE INSTRUCTIONS THOROUGHLY BEFORE ATTEMPTING TO INSTALL THE EXHAUST**

**Health & Safety:**

* **Only to be installed, or thoroughly checked by a mechanic or other competent person before use.**
* **Please ensure bike is properly supported before installation process, to avoid risk of injury from the motorcycle falling.**
* **If the motorcycle has been running, make sure all parts have cooled before carrying out any work due to risk of burns.**

1. **Disconnect the battery and then remove the original exhaust silencers and front header pipes.**

**EFI bikes only**

**Remove sensors from the front header pipes before removing them from bike.**

**IMPORTANT**

**On EFI bikes sensors and connecting leads MUST be marked 'LEFT' and 'RIGHT' and refitted to the correct side exhaust or EFI system will not work correctly.**

**2. Remove mountings from the original exhaust for re-use on new exhaust. Remove exhaust seals from cylinder head and discard.**

**3. Fit new exhaust seals supplied to cylinder head and fit the header pipes, LEFT HAND pipe first. Only loosely fit the pipes at this stage.**

**NOTE: It is important to keep the new exhaust as clean as possible during the installation process to avoid staining when it gets hot.**

|  |
| --- |
| **EFI bikes only**  **You will need to fit the original sensors to the new header pipes at this stage. The wiring will need re-routing, this may require the horn and the oil cooler mounts to be loosened or removed. The cable should then be routed and clipped up with the ties provided, making sure it is not stretched or running too close to HOT parts.** |

**NOTE: In WARM WEATHER conditions, DO NOT USE EXHAUST PASTE in the installation of the exhaust system. Its only approved use is for securing the exhaust seals in the cylinder head if desired.**

**4. Fit the rubber bushes from the original exhaust to the silencer. Fit the silencer to the front pipe (use a small amount of high temp silicon sealant on the joints). Fit the footrest mounting loosely at first and then the center frame mounting. DO NOT TIGHTEN AT THIS STAGE. (NOTE: on Bonneville models, you will need to remove the right hand front footrest assembly and sprocket cover to gain access to the frame/exhaust mounting.)**

|  |
| --- |
| **EFI bikes only**  **Reconnect the sensor wires making sure the RIGHT HAND sensor connects to the connector marked with RED tape on the harness. If oil cooler has been loosened, re-tighten the oil cooler mounting bolts to 9 Nm or 7 lb/ft** |

**5. Tighten the front pipes evenly, making sure the seals are seated correctly. Tighten to 18Nm.**

**6 On some bikes it may be necessary to reposition the oil cooler pipe centrally between the front pipe and frame. Do this by loosening the banjo fitting and then moving the pipe before re-tightening.**

**7. Tighten the front pipe mounting to 21Nm and then tighten the rear foot rest to 24Nm.**



**8. Pass a zip-tie through the short piece of rubber tube provided, continuing with the zip-tie around the frame, close to the side stand pivot bolt. This will act as a stop for the stand to prevent it retracting too far and from rattling.**

**NOTE: At this point it is important to thoroughly clean all of the new exhaust with brake cleaner or a similar product to remove grease and fingerprints otherwise permanent staining may occur when the exhaust heats up.**

**9. Reconnect the battery and start the bike. A small amount of leakage will occur at the joints on the pipes but this is normal on this type of system as it relies on heat expansion to seal the joints.**

**10. Do not run the bike without the baffle in place with the standard fuel system as engine damage may occur due to a weak mixture. If you want to run without the baffle, we recommend larger jets on Carburettor models. On EFI models, we recommend that the fuel program is updated to Arrow system specification by a Triumph dealer or specialist tuner to get the best from the system, even with the baffle in place.**

**11. After road testing, allow the system to cool then re-check front pipes are seated correctly and re-tighten all bolts to the correct torque.**

|  |
| --- |
| **NOTE: Exhaust will discolour somewhat while in use. This is normal and a feature of all stainless exhaust systems.** |
| **NOTE: CENTER STANDS: It will be necessary to install a bracket for the bump stop rubber which will have been included if you had specified at the time of ordering that you do have a center stand fitted.** |