

## EX032STO: Full Exhaust System (Stainless Steel Header w/ Titanium Canister) Yamaha R6 (2006)

### PARTS LIST

• Header Pipes (1,2,3,4)	n/a	4
• Collector (Header)	n/a	2
• Collector w/ O <sup>2</sup> bung (Rear)	n/a	1
• O <sup>2</sup> Bung Plug w/ washer	n/a	1
• Canister	EC010TIO	1
• Canister Strap w/ Rubber	EB032O	1
• Nut, Nylock 8mm	ON.8RHL	1
• Washer, 8mm	n/a	1
• Spring, 63mm	OM.025	8



<<<<<< IT IS RECOMMENDED THAT THIS PRODUCT BE INSTALLED BY A QUALIFIED TECHNICIAN >>>>>>

- 1) Please be sure the motorcycle is cooled down and safe to work on.
- 2) Remove the mid and lower fairing from the bike.
- 3) Remove Noise Reduction Valve cables from exhaust canister. Remove Noise Reduction Valve cable clamp from right side rearset. Remove exhaust canister from the bike.
- 4) Unscrew O<sup>2</sup> sensor from exhaust system.
- 5) Remove exhaust system from bike.
- 6) Remove the bracket holding the rear brake reservoir to the frame.
- 7) Remove the two bolts holding the Noise Reduction Valve motor bracket to the frame. Remove Noise Reduction Valve motor assembly by pulling out the right side of the bike.
- 8) Disconnect the Noise Reduction Valve control cables from the Noise Reduction Valve motor. You must leave the Noise Reduction Valve motor electrical connector in place or an error code 17 will display on the LCD screen on the dash.
- 9) If you wish to retain the O<sup>2</sup> sensor reroute it down the backside of the motor rather than running up and over the frame. Rerouting the O<sup>2</sup> sensor this way will allow more than enough length in order to reach the new exhaust system. If you are not retaining the O<sup>2</sup> sensor install the O<sup>2</sup> bung plug and washer and disconnect the O<sup>2</sup> sensor from the wiring harness.
- 10) Reinstall the Noise Reduction Valve motor assembly.
- 11) Reinstall rear brake reservoir bracket.
- 12) We recommend using new exhaust port gaskets. Apply anti-seize compound to the header bolts. Install the headers onto motorcycle starting with the #1 header (left pipe when sitting on the bike) and moving left to right. **Leave header bolts finger tight for now.**
- 13) Install the left and right collectors (header) onto the header pipes. Do *not* install the springs yet.
- 14) Install the collector w/ O<sup>2</sup> bung (rear) onto collectors (header) pipes. Do *not* install the springs yet.
- 15) Install the new canister onto the end of the collector. Do *not* install springs yet.
- 16) Remove the protective cover on the canister strap and install the rubber liner. Using the stock bolt install the canister strap/rubber liner onto the canister. Locate both tabs of the canister clamps on the **inside** of the mounting tab and secure with the 8mm washer and 8mm nylock nut.

**Do not over tighten the muffler strap, leave loose for now.**

- 17) Apply anti-seize compound to the threads of the O<sup>2</sup> sensor. Install the O<sup>2</sup> sensor into the threaded bung on the collector.
- 18) Starting with the headers make sure everything is evenly aligned with proper clearances. Nothing should be binding, if so reinstall the part. Use factory torque spec (20 Nm / 14 ft lbs) for header bolts – DO NOT OVERTIGHTEN.
- 19) Check clearances between the collector and the rear suspension linkage
- 20) Next, in order to settle the system into place, maneuver the canister back and forth until settled to allow everything to move into place. This will ensure the exhaust is properly seated together.
- 21) Torque (20 Nm / 14 ft lbs) the canister clamp.
- 22) Install all springs starting at the head pipes and working your way back.
- 23) Now reinstall everything onto the bike checking clearances to the bodywork and oil pan. If the system is not installed properly the exhaust may touch the bodywork or oil pan resulting in damage if the bike is started. Reinstall/realign the exhaust system to achieve clearances.
- 24) Double check the exhaust system for proper fitment and clearances.
- 25) Reinstall any remaining bodywork that was removed, **DOUBLE CHECK CLEARANCES.**
- 26) Before starting your motorcycle, be sure to clean any finger prints or dirt from your exhaust. If you don't, the heat from running your bike will stain the titanium material of your exhaust. Apply a penetrating lubricant (i.e. WD-40 or suitable equivalent) or Rubbing Alcohol to a soft clean rag and wipe down your exhaust system to remove any dirt and fingerprints. Take care not to scratch the titanium. The heat will burn off the lube and create an even bluing effect.
- 27) Start engine and check again for proper installation and/or clearance.
- 28) When first started the motorcycle will be a bit loud until the packing material settles in the canister.
- 29) Fuel maps are available at [www.gravesport.com/Tech\\_Support/fuel\\_maps.htm](http://www.gravesport.com/Tech_Support/fuel_maps.htm) (For help or instructions regarding the re-mapping of your motorcycle, refer to the instructions provided with your Dynojet Power Commander).