



Z1000 2010/12 LINK PIPES



Packing List:

- 2X SILENCERS OF CHOICE AND STRAPS
- 2X CLAMPS 52mm/55mm PR2065
- 1X EXHAUST SHIELD SPECIAL CLAMP
- 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 you start.

Always apply high temperature silicon sealant to all slip fit joints.

Secure motorcycle on level ground using paddock stand. Recommended!

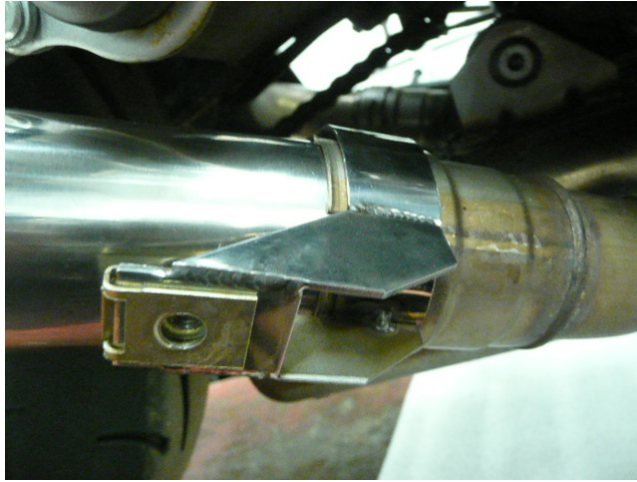
Remove seats, panels and standard exhausts as necessary.

Clean collector pipes of old gasket material, dirt and carbon deposits.

Smear a light coating of high temp silicone sealant to the inside of slip joint.

Fit correct Clamp and insert the longest link pipe into R.H collector.

Note. Special clamp fits on R.H side. See Image.



*Nip up bolt not too tight for now, just to support pipe.
Smear a light coating of sealant inside silencer and fit with clamp on to link pipe.
Now fit strap onto silencer and to frame.*



*HINT. Use soapy water on rubber strap to ease adjustment.
Rotate link pipes to obtain true alignment and clearance.
When you are happy, starting from the front, tighten all clamps and fasteners.
Clean off any soap, excess silicon and finger marks.
Start engine and check for leaks.
Replace panels, seats etc.
After your first ride out, check all fasteners for tightness, especially the baffle bolts.*

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