



401 South Grand Ave., Santa Ana, CA 92705 USA
Tel: 714-550-6070 Fax: 714-550-9661 www.twobros.com

Mfg: Yamaha **Make:** V-Max
Year: All
Product: Full Exhaust System



Parts List

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| 1- Canister (slip-on, right exit) | 1- T-Bolt clamp (64mm) |
| 1- Canister Clamp
(C2-C5 canister use offset clamp)
(C4 canister use standard clamp) | 1- 8mm x 20mm Flange Bolt |
| 1- Stainless Steel Header
(# 005-2401N) | 1- 8mm Nylock Nut |
| 1- Stainless Steel S-Bend | 2- 8mm Washer |
| 2- Connector Springs (# 005-S80) | 1- 8mm x 35mm Bolt |
| 2- Connector Springs (# 005-S55) | 1- 10mm Spacer |
| 1- Hanger Bracket
(# 005-2404HK, Rightside only) | 1- Packet of Hi-Temp Sealant
(# 031-P22072) |
| | 1- Packet of Anti Seize
(# 031-P09175) |

Care & Cleaning / Warranty

Care & Cleaning

Keep system free of dirt and moisture. Store in a cool, dry place. For cleaning use a mild spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Stainless Header System: Polished stainless steel pipes will turn a light golden hue after a few heat cycles, this is a normal characteristic of high quality stainless steel.

Chrome Header System: Chromed header tubing will turn blue close to the exhaust ports, this is normal. To prevent corrosion you must keep the header pipes clean.

Carbon Fiber & X-Metal Mufflers: X-Metal CF canisters will shift color from their original silver color to an amber color after a few heat cycles, similar to the way our stainless steel headers shift color. Always make sure the fiberglass packing inside is in good condition and not burned out, as exhaust heat inside an empty canister will deteriorate the Carbon Fiber / X-Metal CF sleeve. TBR sells repack kits (TBR part # 005-10038) that include new rivets and repack material as well as a drill bit (#30), making it easy to do yourself. Also, NEVER dyno test your bike with carbon fiber mufflers installed - the intense heat and lack of cooling air can quickly cause the CF material to burn. Two Brothers Racing does not provide a warranty for burned carbon fiber.

Aluminum Mufflers: Use an aluminum or mag wheel polish such as Mother's to restore the bright finish to factory spec.

Warranty

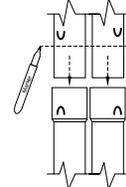
Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

IMPORTANT - PLEASE READ CAREFULLY

We recommend that this performance exhaust system be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this exhaust system, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on the sidestand or ideally a rear service stand during installation. Be sure to save all stock exhaust components for possible use later.

Installation Instructions

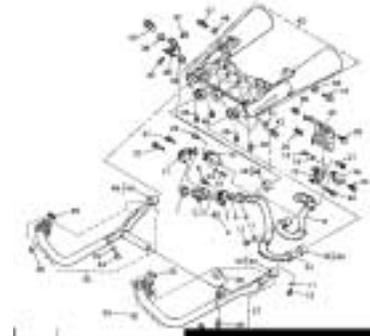
1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on the sidestand or ideally a rear service stand.
2. Loosen the four clamps (left and right side) that hold the muffler connector pipe to the headers under the bike.
3. On the under side of the bike, remove the bolt holding the main collector to the bike.
4. Remove the bolts that hold that stock mufflers on and remove the stock mufflers from the bike. Remove the stock headers.
5. Dry fit the headers first. Install the rear cylinder pipes all the way into the front header assembly. Mark the depth with a marker. This will give you a mark to aim for when installing the headers on the bike.
6. Carefully pry out the old exhaust port crush gaskets and replace them with new gaskets. A small dab of grease will hold them in place while you mount the new header.
7. Apply anti-seize compound to the exhaust studs. Install the rear cylinder pipes first. **Leave loose for now.**
8. Install the front header assembly, sliding it into the rear cylinder pipes. Push the header on until you reach the mark you made earlier. Don't be afraid to tweak the pipes slightly if they don't go into the cylinder ports right away. **Leave loose for now. IT IS VERY EASY TO INSTALL THE HEADERS INCORRECTLY, WHICH CAN RESULT IN DECREASED GROUND CLEARANCE.**
9. Place a bead of the hi-temp sealant on the outside edge of the header that goes into the s-bend. Slide the s-bend and t-bolt clamp onto the end of the header. Wipe off the excess sealant that will squeeze out. **Leave loose for now.**
10. Place a bead of the hi-temp sealant on the outside edge of the s-bend that goes into the canister. Slide the TBR canister onto the end of the S-bend pipe. Wipe off the excess sealant that will squeeze out. Repeat on opposite



side.

11. Install the offset hanger brackets to the front of the seat rail using the supplied 8mm x 35mm bolt, 8mm washer and 10mm spacer.
12. Carefully slide the canister clamp over the muffler. (**Note:** The stainless steel canister clamp and the name badge on the canister come from the factory with a clear plastic protective film. Please remove this film before operation.) You may need to twist and turn the S-bend a little to get it in the right place. Locate both tabs of the canister clamp outside of the hanger bracket. Use the 8mm x 20mm flange bolts, 8mm washers and 8mm nylock nut to secure it. **Leave loose for now.**
13. Make sure everything is aligned and tighten all hardware. Torque the front header nuts to factory spec. Affix the connector springs to the mufflers (55mm on the headers, 80mm on the canister). **Be sure that the hanger brackets clear the shock.** If not, readjust the system until it does clear.
14. Before you run the bike, clean off all fingerprints and dirt, as any oily residue will etch the metal and become somewhat permanent when the system gets hot. Run the bike and enjoy. It is normal for some white smoke to appear the first time you start the bike. This is packing/manufacturing oil from inside the pipe burning off. Check for gaps or leaks. If you find a leak, a little high temperature silicon sealant should fix it. After 50 to 100 miles, recheck all fasteners for tightness.

OE Exhaust System



Canister Clamp Detail

Top view of brackets
(note offset hole on
bottom portion)

Rightside, View
from rear of bike

