

CONGRATULATIONS! You have purchased one of the most technically advanced race exhaust systems available. Designed with today's enthusiast in mind, Vance & Hines has developed the SS2-R exhaust system as a complete package. Evolving over the past several seasons from our race-bred SuperSport line, the goals established were simple. Make the new SS2-R one of the quietest performance exhaust systems available WITHOUT SACRIFICING HORSEPOWER! The unique oval canister design made our goals a reality. A large diameter straight through perforated baffle design means maximum performance, while the oval canister allows more volume, a more densely packed fiberglass wrap to control noise and an added bonus of improved cornering clearance. It all adds up to class winning speed down the straightaways as well as higher cornering speeds for lap times that win races. And championships. Below are some of the features that make the SS2-R unique... Enjoy and Good Luck!

- EXCLUSIVE HIGH-VOLUME OVAL CANISTER DESIGN FOR IMPROVED CORNERING CLEARANCE AND SIGNIFICANTLY IMPROVED SOUND CONTROL
- LARGE DIAMETER STRAIGHT THROUGH BAFFLE DESIGN FOR MAXIMUM HORSEPOWER AND TORQUE
- THREE PIECE SPRING MOUNTING DESIGN FOR EASY INSTALLATION AND SERVICING
- TOP-PAYING CONTINGENCY PROGRAMS WITH A.M.A./CCS AND W.E.R.A. ORGANIZATIONS

REMOVING THE STOCK EXHAUST SYSTEM

1. Remove the left side fairing and set aside.
2. Remove the right side fairing including the front chin portion.
3. Loosen the top two radiator mounting bolts. Remove the bottom two radiator mounting bolts and bracket. NOTE: Due to the tight clearances, you may want to remove the left side radiator hose. This will require draining the radiator. Save coolant in a clean bucket for refilling the radiator. Removal of the gas tank is necessary to refill the radiator. See service manual for removal of gas tank.
4. Secure the radiator forward to access the header bolts
5. Loosen the two clamp bolts that connect the tail section to the front section located under the engine.
6. Remove the muffler mounting bolt from the right side passenger foot peg.
7. Next, remove the center support bolt located under the swing arm pivot. Remove the muffler and tail pipe and set aside.
8. Remove all eight header bolts and save for reinstalling your new exhaust system. Drop the header down and out and set aside.
9. Remove the bolts that hold the right side passenger foot peg bracket to the frame and set bracket aside.

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

1. Be sure that the stock exhaust gaskets are in good condition. If you have any doubts as to their condition, replace them. Bolt on the new front header section using the stock header bolts.
2. Install the aluminum hanger bracket to the frame using the stock bolts. Note: Be sure to sandwich the two 5/16" washers between the frame and the aluminum bracket and tighten the two bolts.
3. Slide the tailpipe of the new exhaust system over the collector of the front section.
4. Install the two unpainted exhaust springs between the collector and the tailpipe.
5. Slip the silencer over the tailpipe, positioning the silencer bracket to the outside of the hanger bracket. Install 8mm cap screw, washes and lock nut.
6. Install the two black springs over the tabs on the silencer and tailpipe using the spring puller tool.
7. Make sure all exhaust system hardware is in place and tightened.
8. Slip the bottom radiator bracket into place and swing radiator into position. Install the two bottom bolts and tighten all radiator bolts. Refill radiator if it was drained for installation of the new exhaust system.
9. Re-install the fairings in the reverse order from which they were removed.

RE-JETTING INSTRUCTIONS

WARNING: Not re-jetting the carbs, therefore producing lean spots in the carburetion fuel curve, will result in not realizing the full potential of this high performance exhaust system.

We recommend using a Dyno-Jet kit, Vance & Hines part number 22477

NOTE: The discoloration or blueing of a nickel finish is normal. Without proper care or maintenance, this finish may rust or corrode. This finish is not warranted against those conditions. For tips on maintenance, please see our "Care Kit" (Part No. 22661)