

CONGRATULATIONS! You have purchased one of the most technically advanced performance 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 popular 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 allowed for an increase in length and volume which coupled to the all new TRIPLE-CHAMBERED Quitech baffle made our goals a reality. A stunningly fresh look that compliments today's Superbikes, a fit and finish that are the standard of the industry, and a revolutionary design who's performance is race track tested and proven and add up to an exhaust system that is the quietest Vance & Hines has ever built. And the most powerful. Below are some of the features that make the SS2-R unique... ENJOY!

- ALL NEW TRIPLE-CHAMBERED QUITECH BAFFLE DESIGN
- TRIPLE-WRAP HIGH DENSITY FIBERGLASS PACKING
- SIGNIFICANTLY REDUCES SOUND LEVELS WITH NO PERFORMANCE LOSS
- EXCLUSIVE HIGH VOLUME OVAL CANISTER DESIGN
- TRADITIONAL VHR BILLET END-CAP WITH STAINLESS OVAL DIFFUSER

REMOVING THE STOCK EXHAUST SYSTEM

1. Remove the rear portion of the lower fairing and set it aside.
2. Remove the front portion of the lower fairing and set it aside.
3. Remove the trim from the upper righthand fairing to allow access to the radiator cap.
4. Unplug the radiator cooling fan, the plug is located under the trim to the left side of the radiator.
5. Remove the radiator cap.
6. Remove the lower coolant hose from the water pump and drain coolant into a clean container and save for re-use.
7. Disconnect the upper oil cooler hose from the T-fitting in the lower coolant hose.
8. Remove the bolt from the lower radiator bracket.
9. Remove the upper radiator mounting bolts and carefully remove the radiator and set it aside.
10. Remove the muffler mounting bolt located at the bottom left side of the motorcycle.
11. Loosen the muffler clamp at the rear of the stock header.
12. Remove the stock muffler mounting bolt and slide the muffler out of the header. Note: save the mounting bolt for later use.
13. Remove the eight header bolts from the engine and remove the stock header.

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 VHR front header section using the stock header bolts.
2. Slide the dog bone nut plate under the aluminum bracket that is welded to the silencer.
3. Position the squared off end of the hold on bracket over the two holes in the nut plate while making sure that the bend in the bracket is facing the aluminum can.
4. Install the two 5/16" bolts into the nutplate finger tight.
5. Slide the tailpipe of the new exhaust system over the collector of the front section.

6. Install the two unpainted exhaust springs between the collector and the tailpipe.
7. Slip the silencer over the tailpipe positioning the mounting bracket on the inside of the stock mounting bracket.
8. Install the two black springs over the tabs on the silencer and tailpipe using the spring puller tool.
9. Install and tighten the assembly on the foot rest mount using the stock mounting bolt, washer and nut. Tighten the the 5/16 bolts on the silencer.
10. Make sure all exhaust system hardware is in place and tight.
11. Re-install the radiator, replace the coolant hose and replace the oil cooler hose. Refill radiator with coolant and replace the cap.
12. Re-install the fairings in the reverse order from which they were removed.

RE-JETTING INSTRUCTIONS

Re-jetting the carburetors will result in realizing the "full" potential of this high performance exhaust system. Vance & Hines offers a Dyno Jet kit part number 22723 for stage 1.

Base line jetting information is available through our tech-line (562-926-5291) for most models.

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)