

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 four screws on each side of the lower fairing.
2. Carefully remove the lower fairing by dropping it straight down and out the left side of the bike.
3. Remove the five screws on each upper side fairing and carefully set them aside.
4. Remove the two upper oil cooler bolts and gently lift the cooler up and forward off the lower rubber mounts. Move the top of the cooler forward to the front fender, the oil lines will hold up the cooler.
5. Remove the eight front header collar bolts.
6. Remove the two center exhaust support bolts which are under the swing arm pivot bolt.
7. Remove the muffler retaining bolts on each side of the bike and save for later installation.
8. Drop the muffler end of the exhaust system down first then gently work the entire system out from under the right hand side of the bike.
9. Remove the two bolts that retain the exhaust system center rubber mount (under the swing arm pivot bolt).

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

1. Due to the tight clearances of the header and oil cooler the following precaution should be taken.
2. Using a large crescent wrench gently bend the lower aluminum oil cooler brackets, (the ones on the oil cooler itself), back towards the rear of the bike about 3/16".
3. Check that the stock exhaust gaskets are in good shape. If you have any doubts as to their condition, replace them.
4. Hook the short ends of the unpainted exhaust springs through the 1/8" holes on the four steel flanges. Then slip the flanges over the aluminum spigots.
5. Orient the springs in the steel flanges towards the outside of the bike on cylinders one and four and the springs towards the center of the bike on cylinders two and three.
6. Bolt on the four aluminum exhaust spigots to the cylinder head using the bolts supplied.
7. Put a light coat of grease on the red O-rings and install them onto the aluminum spigots. Use

- only O-rings from Vance and Hines as they are made of a high temperature material and will not melt. Warning: Do not put O-rings in solvent or gasoline, they will swell up.
8. Check for burrs and sharp edges on the inside of the header tubes that could cut the O-rings and remove with sandpaper if necessary. Put a light coat of grease onto the inside of the header tubes and carefully slip the header section onto the aluminum spigots.
 9. Then attach the springs to the tabs on the header tubes using the spring puller tool supplied.
 10. Re-install the oil radiator into the lower support brackets. Install the top radiator bolts and tighten.
 11. Re-route the air box drain tube and carb overflow lines out of the way of the new tail section.
Note: Route them between the rear shock and frame.
 12. Slide the dog bone nut plate under the aluminum bracket that is welded to the silencer.
 13. 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.
 14. Install the two 5/16" bolts into the nutplate finger tight.
 15. Slide the tailpipe of the new exhaust system over the collector of the front section.
 16. Install the two unpainted exhaust springs between the collector and the tailpipe.
 17. Slip the silencer over the tailpipe positioning the mounting bracket on the inside of the stock mounting bracket.
 18. Make sure you have a stock muffler washer between the bracket and rubber mount and under the bolt head.
 19. Install the two black springs over the tabs on the silencer and tailpipe using the spring puller tool.
 20. Important note: Pull the rear tail section back along with the header toward the rear of the bike as far as it can (to gain the most amount of clearance between the oil cooler and header).
 21. Tighten all exhaust system hardware.
 22. The lower fairing will have to be cut to clear the header tubes. Remove the rear most steel stiffening bracket. Re-locate and drill two new holes three inches forward from the stock mounting position. Re-install the stiffening bracket. Following the curve of the lower fairing cut out, remove 3 3/8" more material in the forward direction.
 23. Replace the fairing in the reverse order from which it was 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 21746 for stage 1 and 21747 for stage 3.