

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 right side of the bike.
3. Remove the eight front header collar bolts and save for later installation.
4. Remove the muffler retaining bolts on each side of the bike and save for later installation.
5. Remove the pipe retaining bolts on each side just forward and down from the rider's foot pegs.
6. Drop the rear of the exhaust system down first then gently work the system out from around the side stand.

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

1. Place the bike on it's side stand.
2. Bolt on the front header section using the stock retaining bolts. Be sure to check that the stock exhaust gaskets are in good shape. If you have any doubts as to their condition, replace them.
3. Remove right center stand spring and retaining nut.
4. Position center stand stop bracket with the end hole of the bracket over the spring anchor pin and the hole in the middle over the center stand pivot bolt. Make sure the 90 degree bend is facing toward the inside of the bike and on top of the center stand.
5. Fully tighten the retaining nut and re-install the center stand spring.
6. Slide the dog bone shaped nut plate under the aluminum bracket that is welded to the silencer can.
7. Position the squared off end of the hold on bracket over the two in the nut plate. Install the two 5/16 bolts into the nut plate finger tight.
8. Slide the rear section of the new exhaust system over the collector of the front section. Install the two unpainted exhaust springs between them using the spring puller tool supplied.

9. Slip the silencer over the rear section and install the two black exhaust springs between them using the puller tool.
10. Position the rear section mounting bracket on the inside, where the stock system originally mounted.
11. Tighten assembly using the stock mounting bolt, washers and nut (Note: Make sure you have a washer between the bracket and muffler mount). Then tighten 5/16 bolts.
12. Replace the fairing in the reverse order from which it was removed.

RE-JETTING INSTRUCTIONS

Re-jetting the carburetors will result in realizing the "full" potential of this performance exhaust system. Vance & Hines offers jet kits for most applications. Base line jetting information is available through our tech-line (562-921-4966) 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)