

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 holding on the windshield.
2. Remove both side mirrors from bike (two bolts on each side).
3. Remove both retaining nuts for the side blinkers, located on the inside of the fairing under the headlight. Disconnect the wires and pull them out from the side fairings.
4. Remove the four screws on each side of the lower fairing.
5. Carefully remove the lower fairing by dropping it straight down and out the right side of the bike.
6. Remove the four screws on each upper side fairing and carefully set aside the fairings.
7. 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.
8. Remove the eight front header collar bolts.
9. Loosen the cross over tube clamp, which is under the swing arm pivot bolt.
10. Remove the muffler retaining bolts on each side of the bike and save for later installation.
11. Drop the muffler end of the exhaust system down first then gently work the entire system out from under the bike.

### INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

1. Check that the stock exhaust gaskets are in good shape. If you have any doubts as to their condition, replace them.
2. Hook the short ends of the exhaust springs through the 1/8" holes on the four steel flanges. Then slip the flanges over the aluminum spigots.
3. Orient the springs in the steel flanges towards the lower outside of the bike on cylinders one and four and the springs towards the center of the bike on cylinders two and three.

4. Bolt on the four aluminum exhaust spigots to the cylinder head using the bolts supplied.
5. 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.
6. 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.
7. Then attach the springs to the tabs on the header tubes using the spring puller tool supplied.
8. Re-install the oil radiator into the lower support brackets. Install the top radiator bolts and tighten.
9. Re-route the air box drain tube and carb overflow lines out of the way of the collector section.
10. Remove the center stand return spring from the right hand side. Then pull the safety clip out of the left hand center stand pivot bolt. Remove the pivot bolt. Install the center stand stop bracket over the hole with the angle cut next to the bolt hole butted up against the frame gusset. Tighten the pivot bolt and install the safety clip.
11. Slide the dog bone nut plate under the aluminum bracket that is welded to the silencer.
12. 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.
13. Install the two 5/16" bolts into the nutplate finger tight.
14. Slide the tailpipe of the new exhaust system over the collector of the front section.
15. Install the two unpainted exhaust springs between the collector and the tailpipe.
16. Slip the silencer over the tailpipe positioning the mounting bracket on the inside of the stock mounting bracket.
17. Make sure you have a stock muffler washer between the bracket and rubber mount and under the bolt head.
18. Install the two black springs over the tabs on the silencer and tailpipe using the spring puller tool.
19. Tighten all exhaust system hardware.
20. The lower fairing will have to be cut to clear the header tubes. Re-locate and drill a new hole one inch forward from the stock rear most mounting hole. Remove the steel stiffening bracket. Cut off one inch of the rear part of the bracket and save the nut. Re-install the stiffening bracket using the nut. Following the curve of the lower fairing cut out, remove one inch more material in the forward direction. See Fig. 1.
21. Trim the right hand side of the lower fairing as per Fig. 2 for collector clearance.
22. Replace the fairings, mirrors, blinkers, and windshield 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 performance exhaust system. Vance & Hines offers jet kits for most applications. 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)

PLEASE NOTE: Every effort is made for Vance & Hines Exhaust Systems to provide improved cornering clearance. However, due to design and space limitations on some motorcycle models, (center stand, oil filter, oil pan etc.) ground and cornering clearance may not be improved and in some cases may be reduced. Be sure to follow proper installation instructions.

