

TiForce Exhaust Installation Procedures

Tools you will need at a min:

1. 22MM Crows Foot 3/8" Drive for the removal and installation of the O2 Sensor
2. Torx 27 – Seat bolts, air duct, fan motor assembly.
3. Torx 40 - for the rear shock & ½" Socket for the Lower bolt with the T-40.
4. 1/2" Socket and Misc. 7/16", 9/16" as well sockets for exhaust and brackets
5. 8MM Allen – Long shaft for the upper rear shock Allen Bolt
6. Misc. tools... varies by nature of use or modified bikes.

Start by removing the existing exhaust.

Remove the stainless steel exhaust straps and collector header to exhaust can mounts. Use 1/2" at the headers and you will need a 1/2" socket with 3/8" drive swivel end in 3/8" for the rear header nuts. **YOU WILL NOT NEED TO REMOVE THE OIL LINES..** Leave the rear exhaust aluminum bracket hang between the oil lines... **DO NOT REMOVE!** Only the front aluminum bracket is removed during this process as far as the exhaust can mounting.

Remove the air flow director (air duct) (Plastic part) on the right side of the bike above the header pipe and running full length below the tank/frame. Use the Torx 27 for this removal process.

Strap hang the bike, do not jack the bike or use wheel stands for this process.

Remove the seat. (2- Torx 27 screws in each rear corner of the seat), run 1.25" or larger nylon strapping between plastic body work and frame across and directly in front of the battery.

Loop about 12" above the bike and hook to cherry picker or engine puller to lift the rear of the XB. Take all pressure off the rear tire just up off the ground.

Remove the rear shock. Loosen the lower Torx 40 bolt and nut (1/2" nut). Proceed to then take off the top shock bolt using 8MM Allen. Move shock rearward and put protective covering (pad or blanket) over your swing arm and lay shock on top of swing arm. Do NOT disconnect the shock from the resevier.

Remove all Torx 27 screws in the fan. Pull fan out through the fan hole. Keep patience... it will come out.. you MUST use patience when removing the fan and do not damage the tabs of the fan motor housing. **Just keep patient... it does come out.**

With the fan removed, use the 22MM Crows Foot tool and remove the O2 Sensor (disconnect sensor wire prior to removal).

Get at rear most 1/2" header bolt from below the frame with O2 Sensor now out of the way. Continue to remove rear header bolt nuts.

Remove front header bolt nuts at this time.

Continue to lower and remove primary exhaust can and gently lower to ground.

Remove headers.

Begin to assemble the TiForce Ti Can to the mounting points as specified to the bike. Install but do not tighten bolts to the Ti exhaust can.

Install rear and front header sections.. keeping all components loose until final assembly. Finger tight only.

Continue to assemble headers together putting exhaust putty on each section and spring clip together as you go. Work on front then rear sections to the X-Pipe. Ensure that each seam gets liberal amount of exhaust putty and spring clip together but keep main header nuts loose for the time until X-Pipe outlet tubes connect to TiForce Can.

Ensure Exhaust Gasket Putty is applied to flanges to the TiForce Can. Bolt up finger tight to Can. Continue to work and ensure fitment of all components then begin to tighten header bolts.

Install O2 Sensor. Ensure to use Never Seize Compound on the threads of the O2 Sensor and the Header bolts/nuts.

Install fan motor assembly and Torx screws to specified torque in inch lbs.

Continue to tighten all exhaust bolts and tighten TiForce Can in place first then continue up the exhaust trail and spring clip and tighten all allen screws on the exhaust header flanges. Re-install plastic air duct.

Begin to re-install the rear shock starting at the top with the 8MM Allen. Torque to spec. then tighten lower Torx 40 and 1/2" to spec. torque or hand tight. DO NOT OVER TIGHTEN THIS BOLT. Use locktite for the shock bolts.

Lower the bike and fire it up! The bike will smoke like the devil due in part to the putty. Make no worries and run it out. Now is a good time to run the bike for 20 minutes at 3,800 to 4,000 RPM. Especially if you have already installed the SVVS ensure this procedure is NOT missed.

You are done! This procedure for the TiForce Exhaust is far better to follow than lowering or rotating your engine downward.