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**Mfg:** Yamaha **Make:** V-Max  
**Year:** All  
**Product:** Slip-On Exhaust System



#### Parts List

Qty.	Description	Part Number
1	Canister (Left)	Varies
1	Canister (Right)	Varies
2	Canister Clamps	Varies
C2 & C5 canisters use offset clamps		
C4 canisters use standard clamps		
2	Stainless Steel S-Bends (Left & Right)	005-2404N
2	Hanger Brackets	005-2404HK
4	80mm Springs	005-S80
2	8mm x 20mm Flange Bolts	N/A
2	8mm Nylock Nuts	N/A
4	8mm Washer	N/A
2	8mm x 35mm Bolts	N/A
2	10mm Spacer	N/A
4	Barrell Clamps (58MSH)	005-27-58MSH
1	Packet of Hi-Temp Sealant	031-P22072
2	TBR Stickers	015-10197

#### Care & Cleaning / Warranty

##### Care & Cleaning

Keep system free of dirt and moisture. Store in a cool, dry place. For cleaning use a mild spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

**Stainless Header System:** Polished stainless steel pipes will turn a light golden hue after a few heat cycles, this is a normal characteristic of high quality stainless steel.

**Chrome Header System:** Chromed header tubing will turn blue close to the exhaust ports, this is normal. To prevent corrosion you must keep the header pipes clean.

**Carbon Fiber & X-Metal Mufflers:** X-Metal CF canisters will shift color from their original silver color to an amber color after a few heat cycles, similar to the way our stainless steel headers shift color. Always make sure the fiberglass packing inside is in good condition and not burned out, as exhaust heat inside an empty canister will deteriorate the Carbon Fiber / X-Metal CF sleeve. TBR sells repack kits (TBR part # 005-10038) that include new rivets and repack material as well as a drill bit (#30), making it easy to do yourself. Also, NEVER dyno test your bike with carbon fiber mufflers installed - the intense heat and lack of cooling air can quickly cause the CF material to burn. Two Brothers Racing does not provide a warranty for burned carbon fiber.

**Aluminum Mufflers:** Use an aluminum or mag wheel polish such as Mother's to restore the bright finish to factory spec.

##### Warranty

Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

#### IMPORTANT - PLEASE READ CAREFULLY

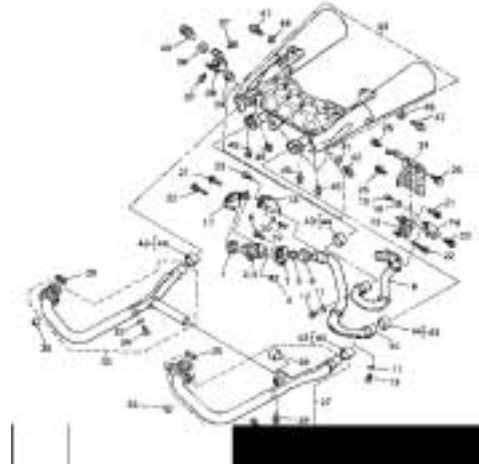
*We recommend that this performance exhaust system be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this exhaust system, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on the sidestand or ideally a rear service stand during installation. Be sure to save all stock exhaust components for possible use later.*

#### Installation Instructions

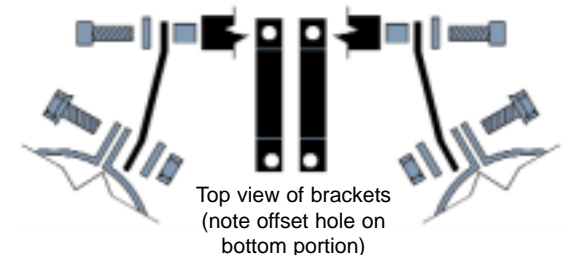
1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on the sidestand or ideally a rear service stand.
2. Loosen the four clamps (left and right side) that hold the muffler connector pipe to the headers under the bike.
3. Loosen the four header nuts on the front two cylinders. This will allow you to move the header pipes around a bit during installation of the slip-on system.
4. On the under side of the bike, remove the bolt holding the main collector to the bike.
5. Remove the bolts that hold that stock mufflers on and remove the stock mufflers from the bike.
6. Install the connector tube gaskets onto the end of the TBR s-bends. If the gaskets are in poor condition we recommend using new gaskets. Repeat on opposite side.
7. Slide the s-bends onto the end of the headers, using the stainless steel T-bolt clamps to attach them to the headers. **Leave loose for now.**
8. Place a bead of the hi-temp sealant on the outside edge of the s-bend that goes into the canister. Slide the TBR canister onto the end of the S-bend pipe. Wipe off the excess sealant that will squeeze out. Repeat on opposite side.
9. Install the offset hanger brackets to the front of the seat rail using the supplied 8mm x 35mm bolts, 8mm washers and 10mm spacers.
10. Carefully slide the canister clamp over the muffler. (**Note:** *The stainless steel canister clamp and the name badge on the canister come from the factory with a clear plastic protective film. Please remove this film before operation.*) You may need to twist and turn the S-bend a little to get it in the right place. Locate both tabs of the canister clamp outside of the hanger bracket. Use the 8mm x 20mm flange bolts, 8mm washers and 8mm nylock nut to secure it. Repeat on opposite side. **Leave loose for now.**

11. Make sure everything is aligned and tighten all hardware. Torque the front header nuts to factory spec. Affix the connector springs to the mufflers. *Be sure that the hanger brackets clear the shock.* If not, readjust the system until it does clear.
12. Before you run the bike, clean off all fingerprints and dirt, as any oily residue will etch the metal and become somewhat permanent when the system gets hot. Run the bike and enjoy. It is normal for some white smoke to appear the first time you start the bike. This is packing/manufacturing oil from inside the pipe burning off. Check for gaps or leaks. If you find a leak, a little high temperature silicon sealant should fix it. After 50 to 100 miles, recheck all fasteners for tightness.

#### OE Exhaust System



#### Canister Clamp Detail



L | R  
View from rear of bike