



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

EXPS-0167 Set, Pipe, Stainless, Full Race System (No Silencer), Ninja ZX-4R(R)

EXPS-1167 Set, Pipe, Stainless, Full Race System, Round Stainless/Carbon End Cap Silencer, Ninja ZX-4R(R)

EXPS-2167 Set, Pipe, Stainless, Full Race System, Mesh Slip On, Slash Cut, Ninja ZX-4R(R)



Many thanks for purchasing the TYGA exhaust system for your ZX-4R(R). Before we move on, I would just like to say a few words on safety.



As we'll be working on the exhaust system, it's advisable to do this work on a cold engine. You don't want to be burning fingers and so on. That can really take the fun out of it!

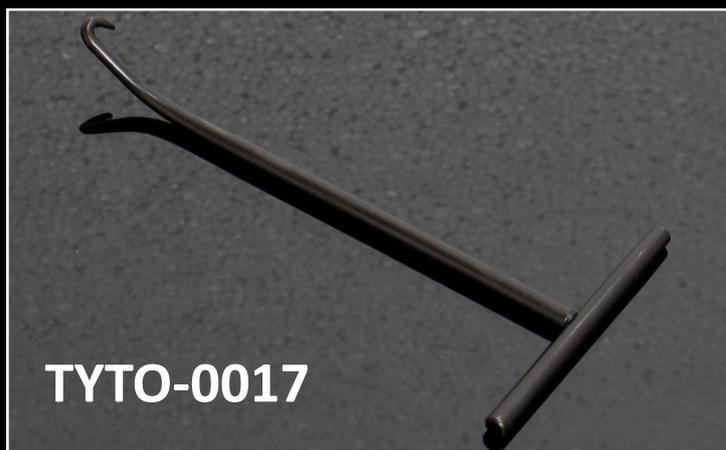
Make sure that you have plenty of room to work on the bike. Having the bike up on a work stand is usually the best way, but whatever your situation, clear a good working area around the bike so that you're not tripping over stuff.

Conveniently, the pipe exits on the right side of the bike, so working with the bike on the side stand is fine and very stable.

I won't mention it in the instructions below, but you should use high temp RTV sealant on all the joints during fitting. Recommended sealants are ThreeBond 1207B or Shin-Etsu KE45. There are really too many to mention and just about any well known brand high temperature sealant will work.

The sections are secured together by springs, so you'll be needing a tool for this.

We certainly recommend our TYTO-0017 Spring Puller for this job. If you haven't got one, get one. It'll make fitting springs so much easier!



1) First you need to remove lower/side cowlings left and right (you can actually do it all without removing the left hand lower/side cowling) and then unplug and remove the lambda sensor. Now remove the standard exhaust system completely, starting with removing the silencer. Keep all the mounting hardware handy as we will reuse this. This is a relatively simple job and only takes a few minutes, so I won't go into detail.

2) Before throwing the standard exhaust into the trash, you need to remove the mounting rubber and bushes as we will reuse these on the TYGA system.

Also, depending on your application, you may be reusing the standard lambda sensor, so separate these parts for now.



3) Next, fit the mount rubber into the mounting bush on the tail pipe section EXPT-8167. Then prior to fitting the bushes back into the rubber you need to fit the spacer BPSY-0417 onto the bush, and then this bush is fitted to the frame side of the rubber. The other bush (with no spacer) is fitted to the outer side of the rubber. We found a lot of slack between the OEM parts, so reduced this with the BPSY-0417 spacer.





4) Now we get to the fun part and can start fitting components. Let's start with the header manifolds and clamps.

The manifolds are a close fit into the recess on the exhaust port, so make sure that they are located properly. Then slip the manifold clamp over the manifold and while holding the clamp down and keeping it flat on the manifold, fit one of the M8 nuts and get it just so that it touches the clamp. Now spin on the other nut to roughly the same tightness. Just nip them up for now, we'll fully tighten everything once the exhaust system is fully fitted. It's also a good idea to fit the spring at this point as access is good. Note the orientation of the clamps and springs. You need to get this right to mate the springs to the spring hooks on the headers.



5) Onto the headers now. Header #1 EXPT-1167 and #2 EXPT-2167 are joined, as are #3 EXPT-3167 and #4 EXPT-4167. The best plan here is to join them together off the bike and then fit #1 and #2 as an assembly, and then #3 and #4 as an assembly. Slip the headers into the manifolds. They may need a bit of a wriggle to get them fully home. At this point you can fit the springs to stop them sliding out.



6) Next we fit the primary collectors. EXPT-5167 is for the left side headers #1 & #2, and EXPT-6167 is for the right side #3 & #4 headers.

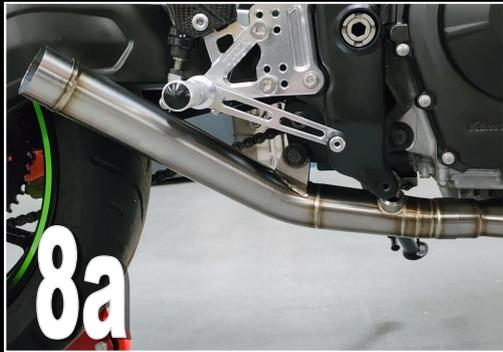
Note that the springs connecting the primary collectors to the headers are on the inside of the pipe work. Using our TYTO-0017 makes the job of sneaking through the headers and fitting the springs simple. You will probably need to give everything a good firm wriggle around at this point to make sure everything is seating correctly and the correct routing.



7) Now the secondary collector can be fitted. Again, pretty straight forward. Secure to the primary collector with the two springs and give a good wriggle to make sure the collector is fully home.



8) The next section to fit is the EXPT-8167 tail pipe. Slip the tail pipe onto the secondary collector and give the tail pipe a bit of a twist to get the mounting bush vertical and parallel to the frame mounting face. Secure with the spring on the left side of the pipe. Fit the long M8 bolt through the mounting bush and the frame and spin the M8 nut on finger tight. We'll tighten this up securely as a final attack.



9) As you will have seen, the fitting for the lambda sensor is designed to take an M18 wide band sensor as we presume that many of you will be looking to tune your ECU which of course needs the wideband sensor. We also supply an M18-M12 adapter which screws into the fitting and allows you to fit the OEM M12 lambda sensor.

But due to the repositioning of the sensor fitting you will then need the TYWH-0017 wire extension. If your ECU tuning is done, and the OEM sensor has been disabled then you can simply close off the fitting with the BPSY-0077 M18 blanking bolt.

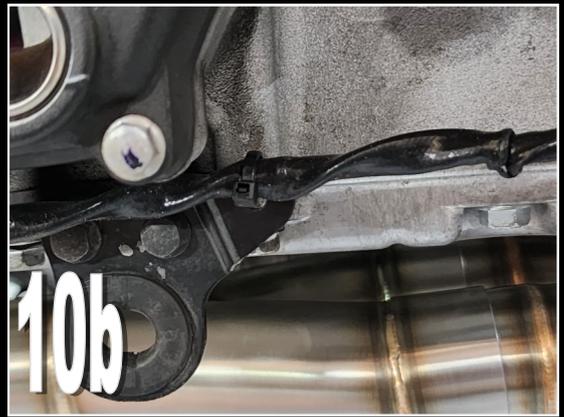
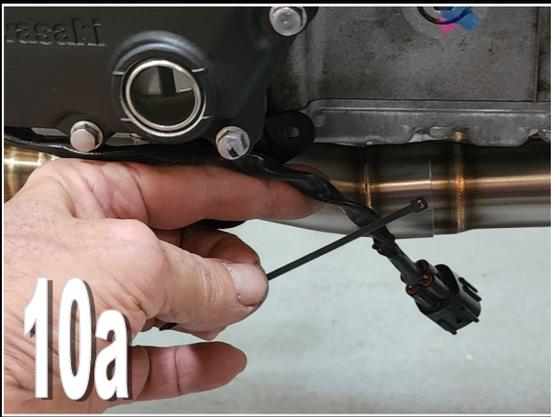




10) If you choose to use the OEM M12 lambda sensor, then as mentioned, you'll need to fit the TYWH-0017 wire extension. Simply plugs inline with OEM style connectors.

Use a cable tie to secure to the cowling stay and out of the way of the engine or the cowling. Be sure to have a quick check that the wire is away from the engine and doesn't get hot.

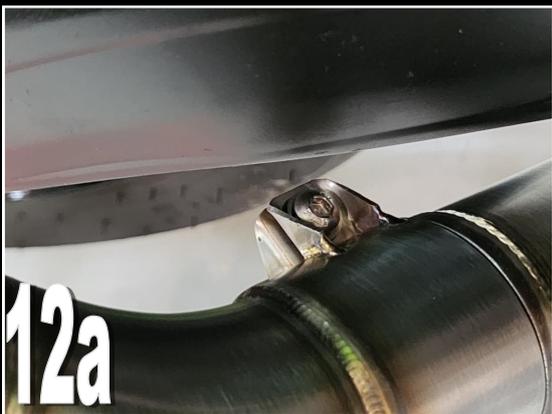




11) Now we come to fitting the silencer. For the EXPS-1167 system, offer up the stainless silencer and slip onto the tail pipe. The mounting tab of the silencer fits on the inside of either the OEM silencer stay or our TYLY-0336 carbon stay. If using the OEM stay then use the OEM hardware to secure. If using our carbon stay then use the hardware provided with the stay. As with the other fasteners, just nip up the mounting bolt for now. You can leave the slip on clamping bolt loose for now. We'll do that last.



12) Fitting the EXPS-2167 system is exactly the same procedure, but fitting the Mesh silencer is even simpler. Just slip it onto the tail pipe. It's so lightweight that no additional clamping is required.



13) Now the most important bit of the whole job. Check the routing of the exhaust system from front to back to make sure that all joints are fully home and that you have clearance everywhere. Pay special attention to check that the swingarm can move freely with no chance of bashing into the silencer. Don't be afraid to give the whole system a firm shake around to get the routing perfect. With the multiple sections and slip joints, any small errors can compound.

14) Once you're happy with the routing, it's time to tighten everything up. Start with the header nuts and then move to the frame mount. Check the silencer positioning again and if all is good, secure the silencer mount to the stay. Finally tighten the slip joint clamping bolt where the silencer slips onto the tail pipe. Then just take the time to glance over things one more time.

15) The exhaust system is now good to go, so refit your bodywork and have a quick check again for clearance.

16) Stand back, admire your handy work, and allow the silicone on the slip joints an hour or so to cure .

17) Enjoy!



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