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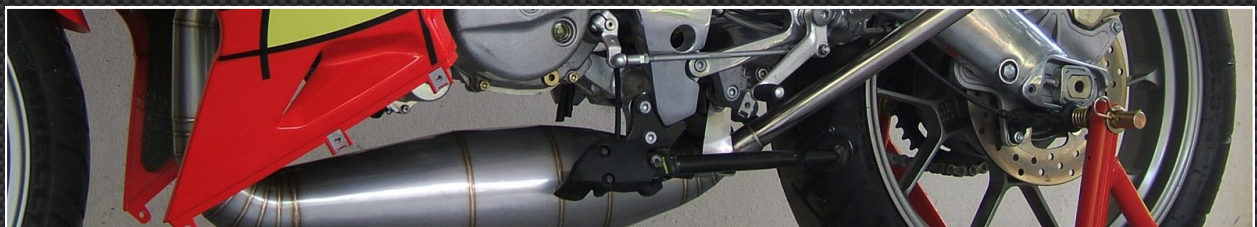
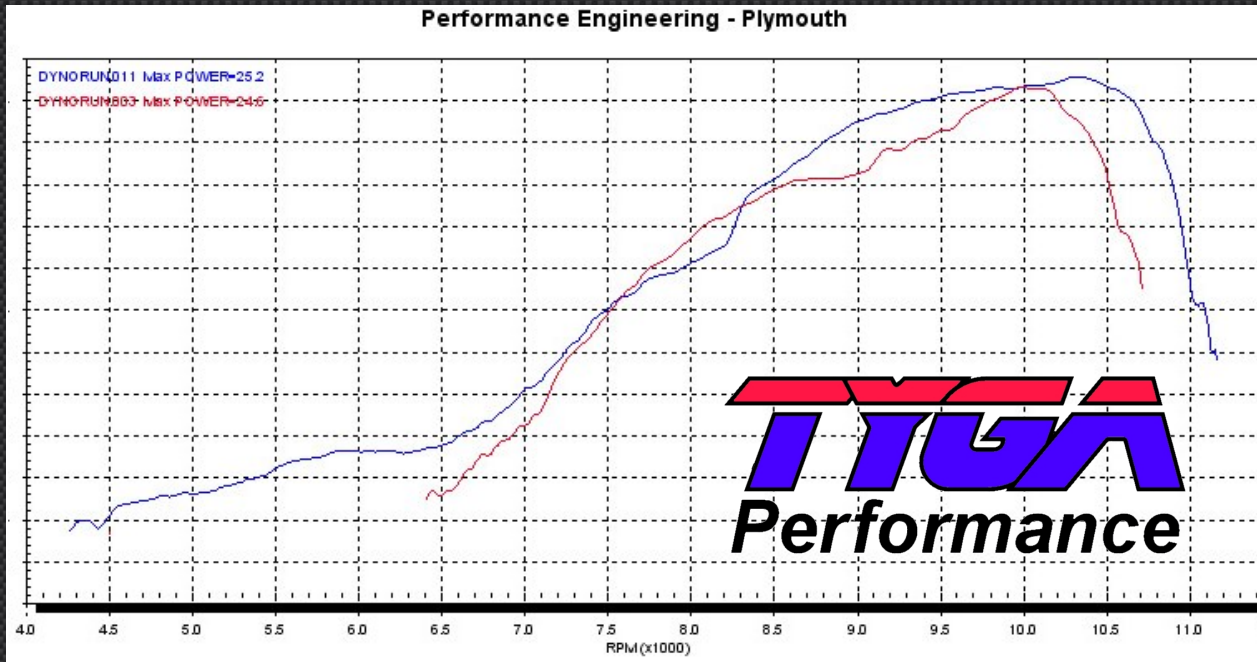
FITTING INSTRUCTIONS

APRILIA RS125 Exhaust System

EXCS-0019



The TYGA Performance Aprilia RS-125 Stainless Steel chamber, when used with a TYGA silencer, offers huge saving in weight and increase in power over the stock system. The handcrafted cones are TIG welded together to show the weld rings to maximum affect; this system is a must for the Aprilia RS-125 owner and fits all versions up to and including 2011.



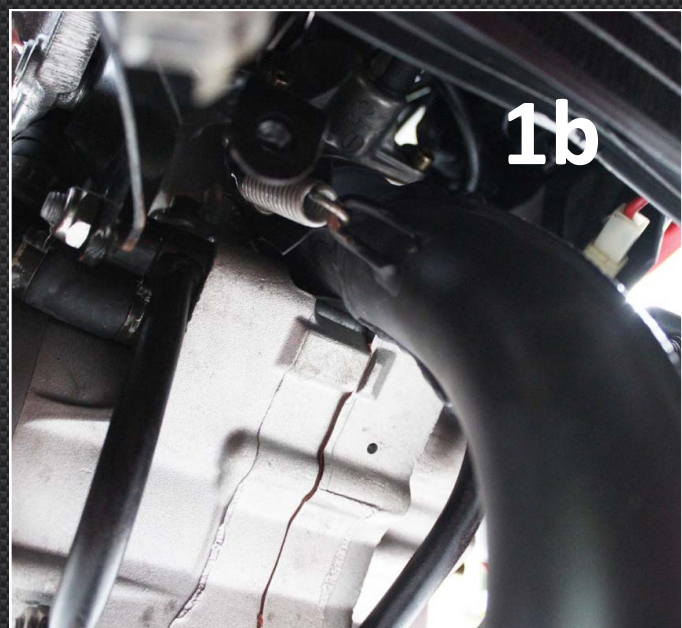
Fitting Instructions for TYGA Performance Aprilia RS-125 Exhaust System

Thank you for purchasing the TYGA Performance Aprilia RS-250 exhaust system. This system is designed to fit all models of the Aprilia from Extrema through to the last version of the RS-125 shown here with radial front brake. Here are the steps in installation of the TYGA Performance exhaust.

1) Firstly, you need to remove the lower fairing followed by the stock exhaust. The stock exhaust is held in three places, the cylinder on the engine, the belly of the chamber where it mounts on the foot peg hanger, and the silencer where it mounts to the stay which holds the passenger foot pegs on.

To remove the silencer from the stay, it is held on by an Allen bolt which can be loosened off first, but not removed completely, to provide some support to the exhaust system while you remove the other mounting points.

Next, turn your attention to the cylinder. You will see two springs which hold the chamber in position using two hooks. Pull the springs loose with a spring puller tool TYTO-0017 or similar. If you don't have a tool you can loop a piece of wire through the spring and holding both ends of the wire with pliers, pull the spring clear of the loop. Once the springs are loose, there is nothing else holding the chamber on to the bike at the cylinder end.



Turn your attention to the belly section of the chamber and you will see it is held to the bracket which in turn is held on to the foot peg hanger. Remove the bolt from the bracket so the chamber is free in this position while holding the exhaust system. Next, remove the loosened bolt from the silencer and remove the complete exhaust system from the bike.



Finally, you need to remove the two bolts holding the manifold to the cylinder. After removal of the bolts, you can then remove the two exhaust spring brackets, the stock manifold and the gasket in that order. You will need to re-use the two exhaust stud nuts and the gasket. The bike is now ready for the TYGA Exhaust system.

2) The first part of the exhaust to install is the manifold on the cylinder head. The TYGA manifold incorporates the spring hooks but is otherwise similar to the stock manifold. Make sure the gasket placed on the manifold and then tightened up by the two original exhaust bolts. Remember to put high temp sealant on all joins to avoid any gas or oil leaks.





3) Once the manifold is on place, it is now time to install the exhaust chamber. Again, smear the inside of the chamber and the outside of the manifold with high temp sealant before installation. Offer up the chamber to the manifold and place in the correct position so the belly also lines up. If the holes in the chamber and the bracket for the belly do not line up exactly, loosen the bracket from the bike so it can rotate into position. There is actually a lot of adjustment in this position because there are two bolts that can be used to find the perfect position. Loosen all the bolts off and place the bolt through the chamber into the bracket and out the other side. Note, leave everything loose at this stage.





4) Now would be a good time to install the springs on the header. These are installed just the same way as the stock ones and again you will need either a tool or piece of wire and pliers.



5) The silencer needs to be installed to the chamber. Remember to smear sealant on the flange and the internal hole in the silencer where the exhaust chamber mounts. You will notice there is an 'O' ring in the silencer but extra sealant will also act as a lubricant until it sets aiding installation. Once the silencer is in place, install using the three bolts provided, putting all in finger tight first and tightening once they have all been installed.



6) The exhaust system is supplied with a mounting clamp which holds the silencer in place on the bike. This fits in a similar way to stock except that it does not use the rubber bush that the stock system is supplied with but instead, the clamp bolts directly to the stay. Attach the clamp and install the bolt to the stay but do not tighten yet. It could be that the exhaust sits too low or too high to be comfortable. This can be easily adjusted by loosening and rotating the bracket which holds the belly of the chamber as well as rotating the silencer in the silencer clamp. The bracket holding the belly needs to be loose at this stage so that it is not stressing the exhaust. Tighten up the silencer clamp on the stay when you are happy with the exhaust position.



7) Finally, turn your attention again to the belly of the exhaust and make sure everything is sitting where it needs to. For US model Cup bikes, the bracket is slightly different and sits more inboard. We provide a bush to install, to allow the exhaust to sit in the correct position. You can see it installed in the photo below. Also note that due to loosening of the bracket, the stay which holds the rear left position of the fairing may need adjusting when the bodywork is installed later.



8) Once the silicone has been given a few hours to set, start the bike and check for any leaks. If in doubt, cover the exit pipe of the silencer with a rag to suppress the exhaust noise and you should be able to hear or see any major leaks from any joint. If leaking, remove and replace using the sequence above. Similarly, minor leaks may not present themselves immediately but after a few days or weeks of riding by showing tell-tale signs of oil leaking. Again, remove, reseal and replace. Threebond and Permatex both have great high temperature products available.

9) The final job to do is to replace the fairing lowers paying special attention to the rear left mount and adjusting if necessary. Also, be absolutely certain that the exhaust does not touch or come within a few mm of the bodywork to avoid the risk of damage to the panels or paintwork caused by exhaust heat.





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