

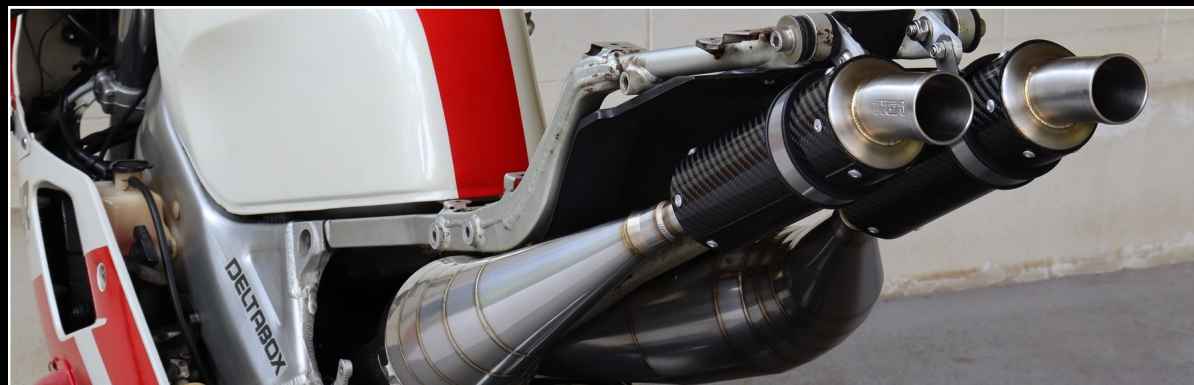


MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

EXCS-0051

Set, Exhaust, Stainless, Yamaha TZR250 (3MA)



FITTING INSTRUCTIONS EXCS-0050

Fitting the 3MA expansion chambers is relatively straight forward, however, several of the stock components need to be removed for good access.

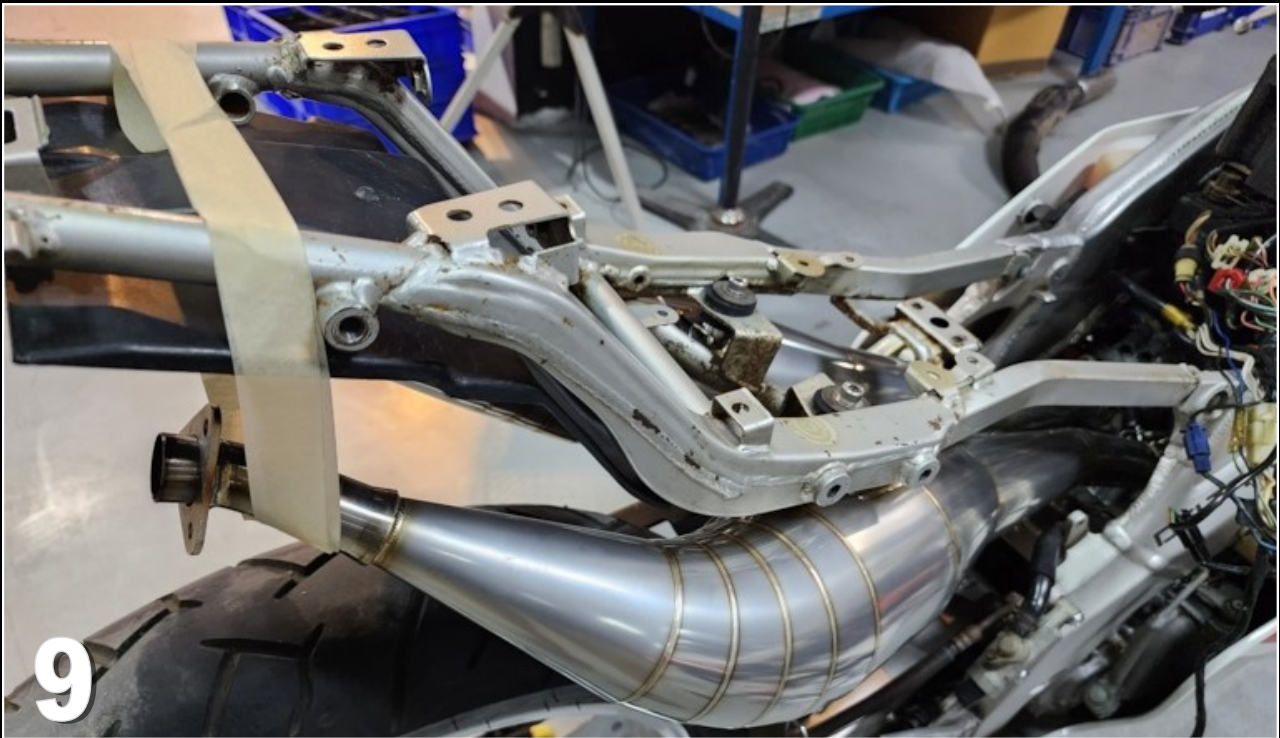
- 1) Remove the rider seat pad, pillion seat and all the plastic on the rear end.
- 2) Unplug the tail light/turn signal connector and the silencer drain hoses and then remove the black steel subframe/tail light assy from the main subframe.
- 3) Remove fuel tank. Don't forget to turn the fuel off!
- 4) Take a picture of where all the wires are routed and where the connectors live on the plastic shielding under the tank.
- 5) Remove the plastic shielding completely. This is retained by four bolts. two at the front on the left and right inside of the frame and two up the rear end.
- 6) Remove stock pipes. They're very heavy!
- 7) Fit the EXMN-0051L and EXMN-0051R manifolds. Make sure that they are perfectly central with the exhaust port exit. Tighten the M8 nuts to 24Nm



- 8) Slip on the EXCB-0051L and R chambers and secure with the springs. The header joints are sealed with Viton O-rings, but we also advise to use high temp RTV as this will help longevity of the O-rings and also increase vibration resistance.



9) Gravity is your enemy in the next step, so I found a good tip is to use some painters tape (or whatever you have) to hold the pipes up into the correct position temporarily.



10) The main chamber mounts are fitted as shown. Note the order of the washers and spacer. The STHB-0005 spacer should be against the mount on the chamber, then the heat resistant washer, then the steel washer, and finally the stock grommet and top hat bush.

Do not tighten fully at this stage. Once in position you can remove the 'helper tape'.



11) Fit your silencer choice. Note the paper gasket that is required for sealing.

The silencers have a L and R (TYGA logo facing outside)



12) Fit the EXCL-0041 silencer clamps along with the EXMS-0051 stays. Do not tighten fully at this stage. the correct fitting is shown below:



- 13) Fit the black steel subframe/tail light assy back to the main subframe. You need three hands here to avoid hitting the new chambers, so maybe some strategically placed rags will help avoid contact.
- 14) Offer up the tail piece that fits over the silencer tips and nip up onto the subframe with the two bolt. From here you may like to make small adjustments to the position of the pipes/silencers to get the perfect position. When satisfied, tighten up the main mounts and the silencer mounts.....then check again!
- 15) Fit the plastic shield and route the wires back to their original locations. Don't forget to plug in the tail light connector. A good idea at this point to check that all the electrics work.
- 16) Fit fuel tank and connect fuel hoses securely. Turn fuel on if required.
- 17) Fit the seat plastic and seat pads etc.
- 18) It's advisable to wait overnight for the RTV to cure before starting the bike.....but unlikely that you will :-)

19) Before you start, see note on carb settings on main products page.

This is very important!

- 20) With carb setting adjusted and RTV cured, start the engine and try not to smile at the sound of the 3MA parallel twin at full noise. It's spectacular!

**TYGA Performance expansion chambers are sold as 'race parts', and it is the responsibility of the user to ensure correct setup and maintenance. The above information should be used as a guide only. TYGA Performance accepts no responsibility for any machine damage, or personal injury or death resulting from these modifications.*



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