



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

HONDA VFR750F RC36-2 (1994-1997)

HRC Style Exhaust Systems:

EXPS-0161	Set, Pipe, Full Race System, HRC Style, RC36-2 (No Silencer)
EXPS-0162	Set, Pipe, Full Race System, HRC Style, RC36-2, Round Stainless Silencer
EXPS-0163	Set, Pipe, Full Race System, HRC Style, RC36-2, Round Aluminium Silencer
EXPS-0164	Set, Pipe, Full Race System, HRC Style, RC36-2, Round Carbon/Kevlar Silencer
EXPS-0165	Set, Pipe, Full Race System, HRC Style, RC36-2, Round Carbon Silencer



Parts in Sets:



1x EXPT-1119



1x EXPT-2119



1x EXPT-3119



1x EXPT-4119



1x EXPT-5151



1x EXPT-6161



1x EXPT-7161



1x EXPT-8161



1x EXPT-9161



2x EXMN-0119



2x EXMC-0119



11x EXSG-0002



1x BPSY-0383



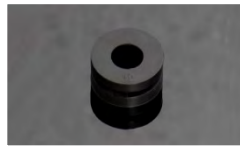
4x 18291-MN5-650



1x 92151-1688



1x EXMS-0161



1x 77228-GBG-850



Required Hardware



1x EXDK-0003

(not included with EXPS-0164 and EXPS-0165)

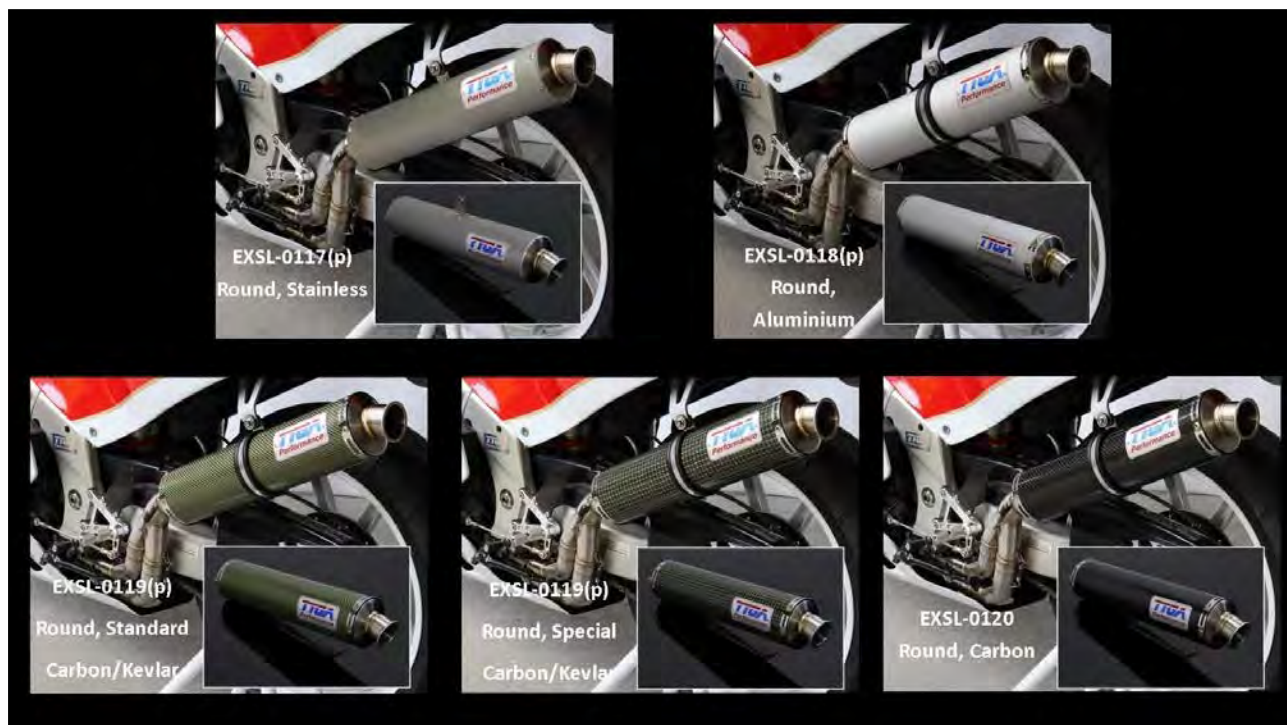


1x EXSG-0018

(not included with EXPS-0161 and EXPS-0162)



Depending on which set you ordered one of the following Silencers is included
(except set EXPS-0161, which has no silencer and exhaust clamp)



Fitting Instructions

As with all the V4 Hondas, removal of the stock exhaust system is the trickiest part of the whole job.

Tool tips: As well as a basic tool kit, we strongly recommend the use of 1/4" and 3/8" drive sockets and a universal joints to allow access to the hard to reach areas.

An important note here is that the center stand needs to be removed to fit the TYGA HRC Style exhaust system, but prior to removing the center stand you will need to fit a spacer between the side stand and the side stand frame mounts to give clear routing for the final section of the exhaust system and avoid interference with the lower cowling.

So, the first job would be to flip the bike onto the center stand.

Now, remove the lower cowling and the mid sections left and right. The front inner cowling can be left in situ, along with the little chin piece near the oil cooler, but it does give clearer access without things in the way with these parts removed.

The seat cowling should also be removed, and once that is done, remove the pillion footrests. Sorry, but this is a race pipe, so only you, the lucky owner, gets to enjoy it!

With all the bodywork and pillion hangers removed, the next job is to completely remove the standard exhaust system. Removing the foot rests and also the chain guard will give you somewhat better access to the fiddly rear header section.

Removing the rear bank header joint is the trickiest part of the whole job. If you've got time to spare then I recommend removal of the rear shock, as it gives much clearer access.

However, it can be done with the shock in place but there's little room to move around.

The rear bank header joint is secured by four M6 nuts. To get these free I recommend a 1/4" drive, 10mm socket on a universal joint with an extension and a short handle ratchet.

Stop the universal joint from flopping around by wrapping some electrical tape around it.

It may also be wise to give all nuts and bolts that you intend to remove a good spray with WD40 or similar. This may be best done the night before attempting to remove the pipe to allow time for the penetrant to soak in.

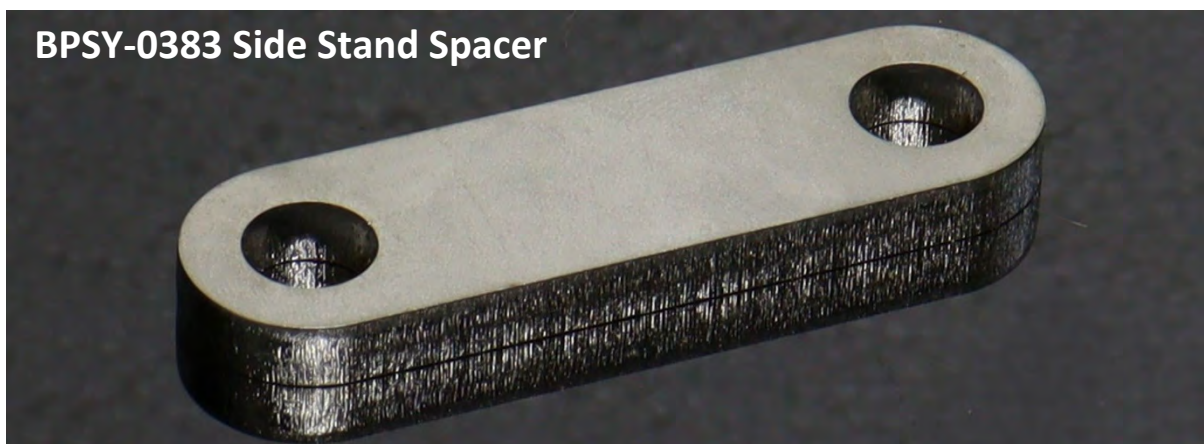


Remove all four exhaust gaskets, we won't be reusing them

(new gaskets are included in our sets)

Right then, now that the stock pipe is off and thrown unceremoniously behind the shed, it's time to start fitting the TYGA parts.

1) With the bike on the center stand, remove the gear lever, noting it's orientation before removal, and then remove the two M10 bolts securing the side stand. Note that the lower cowling bracket fits to the outside of the side stand and should remain in this position upon refitting. Now fit the spacer (BPSY-0257) between the side stand bracket and the frame, refit the M10 bolts and tighten securely. Refit the gear lever in the previously noted orientation. Tighten the M6 bolt.



Now pop the bike back onto the side stand, and remove the center stand and all associated components. We won't be using any of it.

2) Fit new exhaust gaskets to all four ports.

Smear lightly with silicone sealant to help stay in place. Keep the sealant handy and use on all joints to allow easier fitting and a gas tight joint.

3) Fit the two rear bank manifolds in place. The flanges to hold the manifolds in place should have the spring hook in the upper right (2 o'clock) position. Tighten the four M6 nuts to secure.



- 4)** Fit the front left header pipe (EXPT-1119) and secure with the two M6 nuts finger tight.
Don't crush the front bank exhaust gaskets at this time.

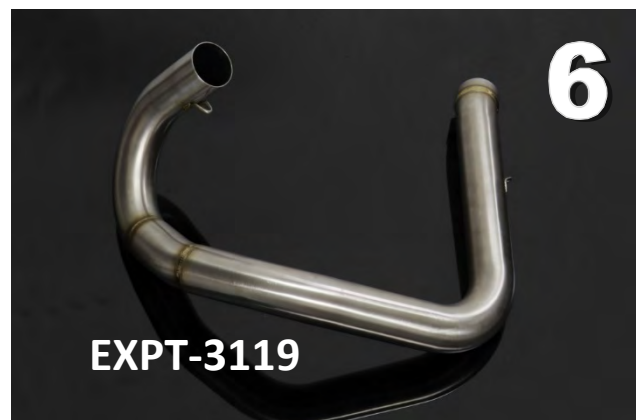


- 5)** Fit the front right header pipe (EXPT-2119) and secure with the two M6 nuts finger tight. Don't crush the front bank exhaust gaskets at this time.

We will tighten everything up when the complete system is fitted.



- 6)** Fit the rear left header pipe (EXPT-3119) and secure with the spring.



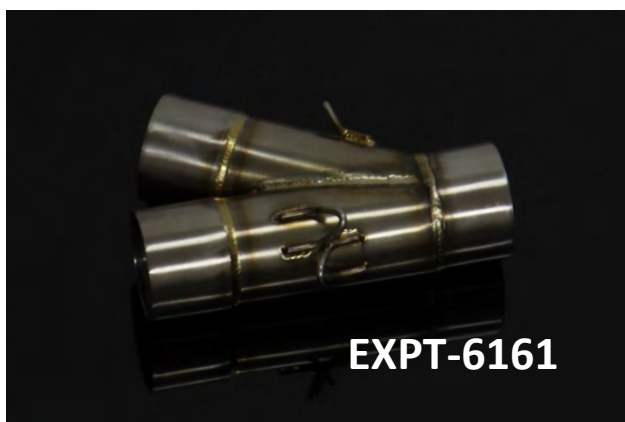
7) Fit the rear right header pipe (EXPT-4119) and secure with the spring



8) Now is a good time to fit the EXMS-0161 Mount Stay to the frame with the M8 caphead (CHSS-0815).



9) Now you need to wriggle the upper collector (EXPT-6161) onto the headers of the left bank. It's a little tricky but with there's enough movement to pop the collector into place



10) Repeat as above with the lower collector (EXPT-5151) on to headers of the right bank.



11) Secure the collectors to the headers with the springs.



12) The next plan is to fit the secondary sections. (EXPT-7161 and EXPT-8161)



I found it best to fit as a pair loosely secured together.



Slide the two secondary pipes onto the collectors.



Note that the mount tab on the upper secondary (EXPT-7161) is on the outside of the tab on the lower secondary (EXPT-8161).



- 13)** Fit the M6x30 caphead bolts (CHSS-0630) through the mounting rubber and the EXMS-0161 mount stay and secure loosely.

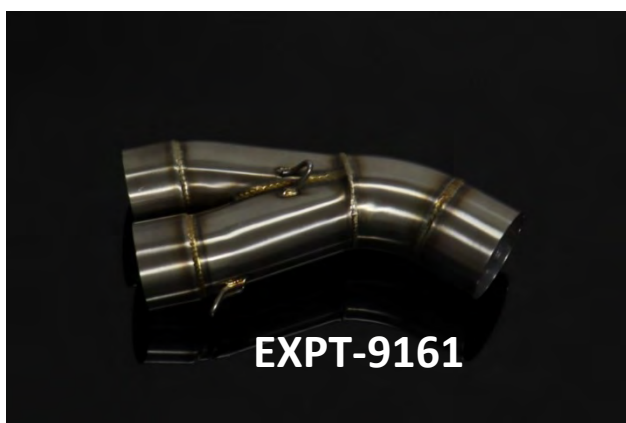


Note that we provide a 3mm bush with this stay. It allows you a little adjustment, particularly for chain clearance depending on the sprocket set you use.

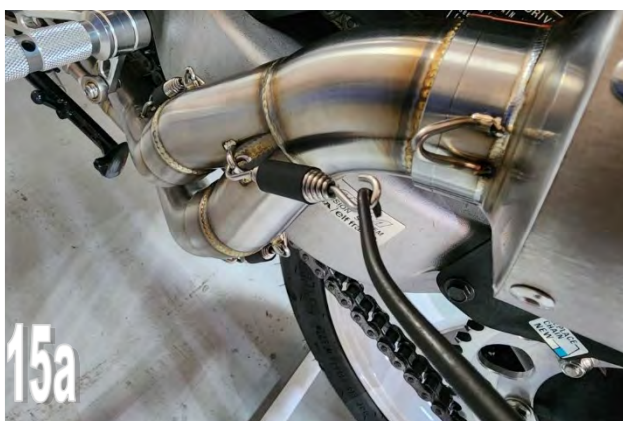
We advise to use the bush and adjust as necessary.



- 14)** Now fit the EXPT-9161 final collector. Secure with springs



15) Time to fit the silencer. My preferred choice is the EXSL-0117 stainless silencer for that authentic old school look. Slip the silencer onto the final collector, mount to the silencer stay (see note 1 below) and then secure to the final collector with the single spring.



Our other silencers in this HRC Style range are fitted using the EXCL-0018 silencer clamp as shown.



16) Almost done now. It's time to run through and tighten everything up. The best plan is just to nip up at each point and check that nothing is touching or under stress. If all is good then go through and tighten up properly, and then run through once again....just in case!

17) All done! We advise that you allow a few hours for the sealant on the joints to cure before starting the engine.

****NOTE**** No silencer mount is provided with this pipe set.

If using with our RC30 Tribute bodywork set then we presume that you are using our TYLY-0314 subframe and TYLY-0313 silencer stay. In that case it all bolts together without issue. For any other application we recommend purchasing TYLY-0250 Stay, Silencer, Aluminium, Universal and modifying to make your own stay.



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