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Yamaha R6

V.A.L.E.™ Complete Exhaust System with M-2 Canister
Part # 005-2120106V / 005-2120107V / 005-2120108V



Parts List

Qty.	Description	Part Number
1	R6 (08) Muffler Canister M-2	Varies
1	R6 (08) Slip-On Tube	005-21201S
1	R6 (07) Complete 4-2-1 Header Assy.	005-14601HK
1	Muffler Clamp	Varies
1	HARDWARE KIT	005-212-3C
1	X-Ring Kit	005-7-2-3KIT
1	R6 (08) Billet Mounting Bracket	005-212B
2	8mm Flange Nut	005-FN8
1	8x16mm Flange Bolt	005-FB816
1	66mm Barrel Clamp	005-27-66MSH
1	Permatex Ultra Black Gasket Maker	031-P22072

IMPORTANT - PLEASE READ CAREFULLY

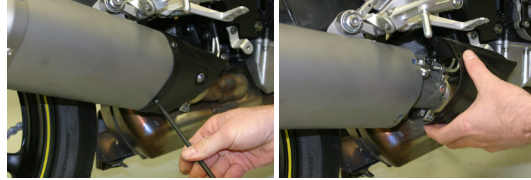
We recommend that this performance part be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this performance part, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and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

Installation Instructions

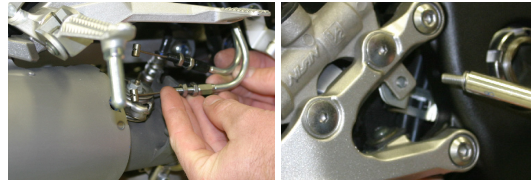
1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on a centerstand or ideally a service lift.
2. Remove lower right fairing from the motorcycle.



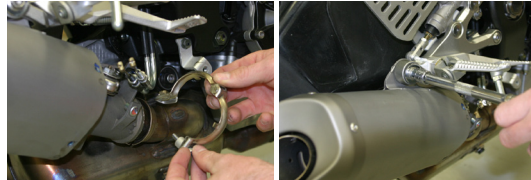
3. Remove muffler inlet cover from front of muffler to expose exhaust valve cables (noise reduction valve).



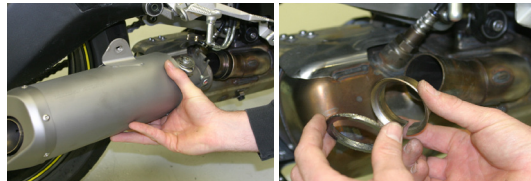
4. Remove cables from muffler and cable clamp from right side rearsset assembly.



5. Remove muffler joint clamp and muffler mounting bolt.



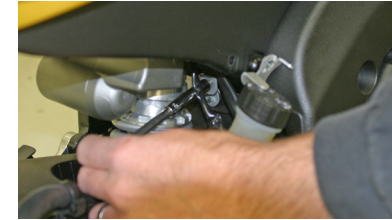
6. Remove muffler assembly. Also be sure to remove the OEM retaining ring and gasket from the stock slip tube.



7. Remove bracket holding the brake reservoir to the frame.



8. Remove the noise reduction valve servo bracket from the frame.



9. Remove servo by pulling out from the right side of the motorcycle and disconnect the cables. Disregard cables.



10. Remount the servo without the cables. This step is necessary in order to keep an error code from being displayed on the LCD screen.



11. Reinstall the brake reservoir.



12. Remove the stock header exhaust port nuts (8 nuts total) in order to remove the stock headers.





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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.

Carbon Fiber Mufflers: 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 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 Information

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.

Installation Instructions

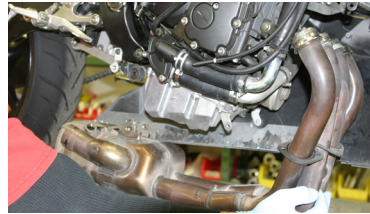
13. Allow the headpipe assembly to swivel downward.



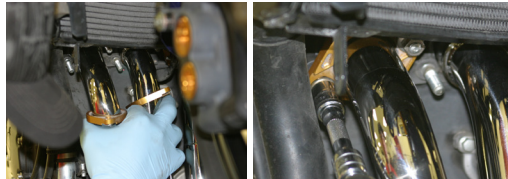
14. Remove both 8mm allen bolts and the O2 sensor plug from rear of headpipe assembly, making sure to support it with your hand from underneath.



15. Remove the headpipe assembly from the bike.



16. Attach headers to exhaust ports with the stock bolts and nuts. Make sure to keep OEM copper gaskets between the headpipe and cylinder head.



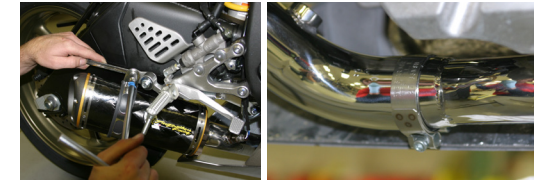
17. Loosely attach s-bend to muffer using the V.A.L.E. X-Ring and the four 6x14mm socket head cap screws (provided). Use the split lock washers here also.



18. Add the supplied muffer mounting bracket to stock mounting hole with OEM bolt & nut provided.



19. Attach muffer and s-bend to muffer mount using the supplied muffer clamp, and attach s-bend to 2-1 collector using the supplied barrel clamp. Once everything is aligned, tighten all hardware (muffer mount, x-ring, barrel clamp and header nuts).



20. Insert stock O2 sensor into the provided bung and tighten.



21. Double check your work and make sure all hardware is securely tightened.
22. 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.