



## 2013-2014 Triumph 675 Daytona Slip-On Exhaust Kit

### *Installation Guide*



**!!!THIS PRODUCT IS DESIGNED FOR USE IN CLOSED  
COURSE RACING AND IS NOT FOR HIGHWAY USE!!**

Congratulations on the purchase of your new TaylorMade underbelly exhaust kit for your Daytona. Your new exhaust is fabricated from thin wall stainless steel so it will never rust. The black finish is a baked on ceramic coating and only requires washing with soap and water to keep clean.

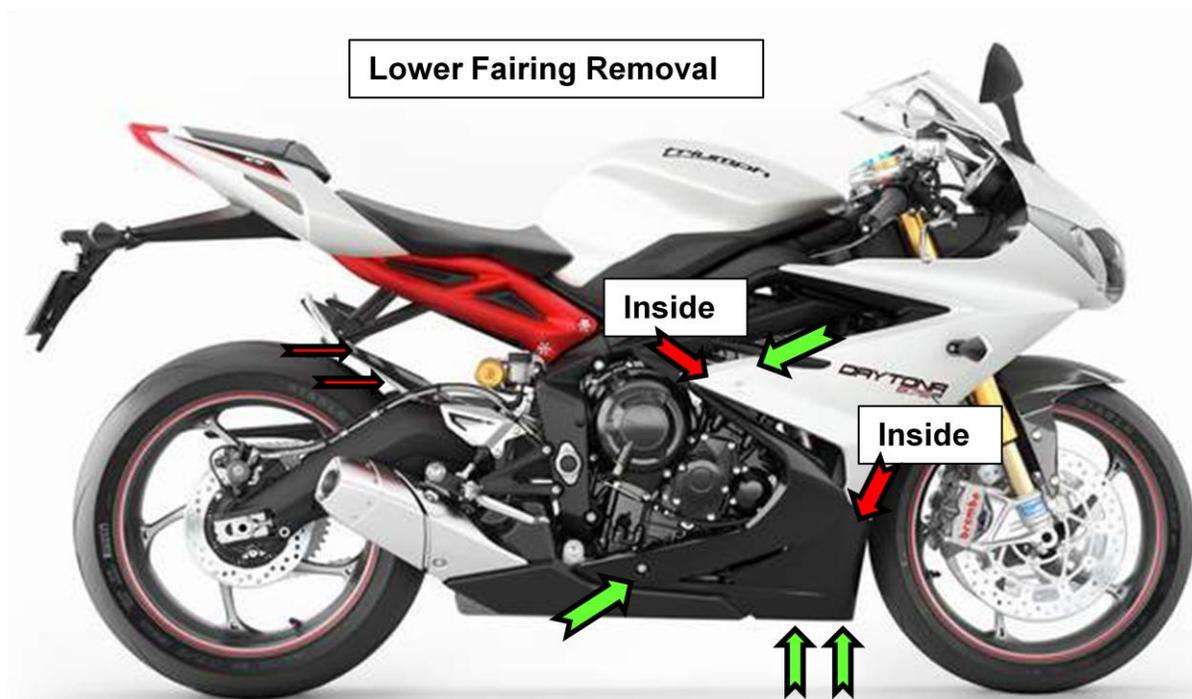
Any competent mechanic with basic tools can install the kit, but if you have any doubts in your mechanical abilities entrust installation to an experienced workshop. Time to fit is approximately 2 -3 hours depending on familiarity. All directions are given as if you are sat on the bike: e.g. Left = gear change side.

Fitting is straightforward but please do read the instructions carefully, as they will help you get the job done quicker and more easily.

**We recommend you have your Triumph dealer load the aftermarket exhaust map to your ECU to optimize performance of your new Taylor Made exhaust and eliminate the FI warning light thrown by removing the exhaust servo motor.**

### Preparation

1. Remove following bolts to release right hand lower fairing:



- a) 2 x M5 socket head bolts on underside at front
- b) 2 x plastic rivets on front inside edge
- c) 1 x M5 socket head at bottom rear
- d) 1 x M5 socket head at rear centre

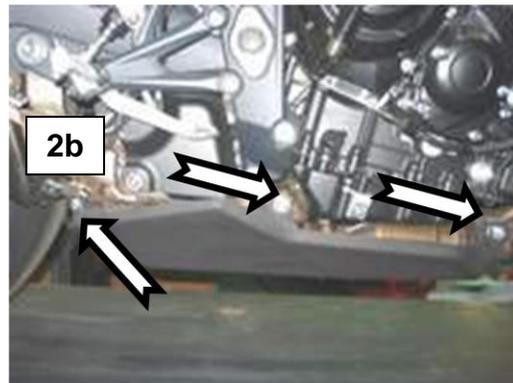
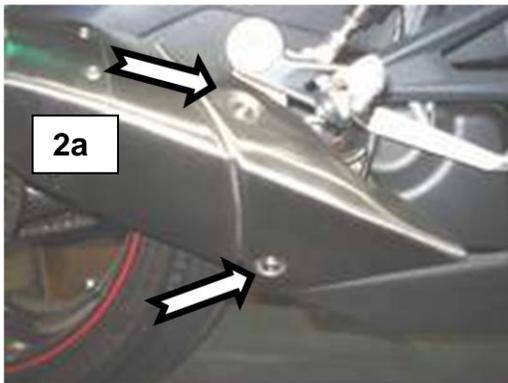


e) Now pull the fairing away from the chassis, on the inside of the centre, rear edge; remove screw with a Torx T20 socket.

f) On the front inside edge locate M5 socket head bolt and remove.

g) The lower fairing is now released and can be pulled down to remove.

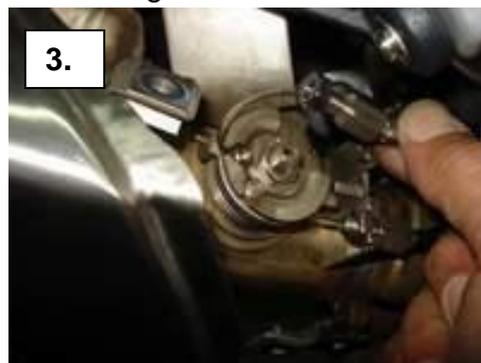
## 2. Remove stock exhaust heat shield:



a) 2 x M5 socket head bolts from heat shield at front of muffler

b) 3 x M5 socket head bolts from heat shield under engine

## 3. Slacken adjusters for cables to exhaust butterfly valve. Remove top cable first then the lower.



4. Remove muffler clamp nut completely, part wings of clamp and pull off completely.



5. Remove stock muffler mounting bolts, 2 x on the right hand side and 1 x on the left hand side. Side the muffler box to the rear and off the stock headers.
6. Side muffler seal off stock headers.
7. Remove exhaust servo motor located on the chassis, in front of the shock.

### **Note on Alignment**

**It is very important to align the exit of the muffler with hole in the carbon fibre trim so that there is no contact between the exhaust tip and the carbon fibre.**

**To achieve the signature Taylor Made look there is a close tolerance fit between the tip and the trim. A little bit of patience in making sure this alignment is correct will preserve the finish and ensure the long life of your carbon fibre.**

**During the process of alignment, please bear in mind that the position of the carbon trim is fixed. It is the position of the muffler that can be adjusted:**

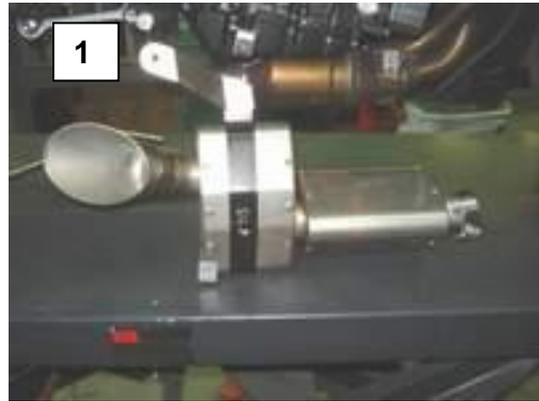
**The muffler can be rotated to lift the exit up or down.**

**To centralize the tip front to back, pull or push into position on the header.**

**If the muffler sits too close to trim simply grab hold of the exit and pull away from the bike.**

## Assembly

1. Slip the muffler strap over the rear canister and bolt the mounting bracket to the strap with the 6 x 12mm hex head bolt and washer supplied in your kit. Only finger tight at this stage.

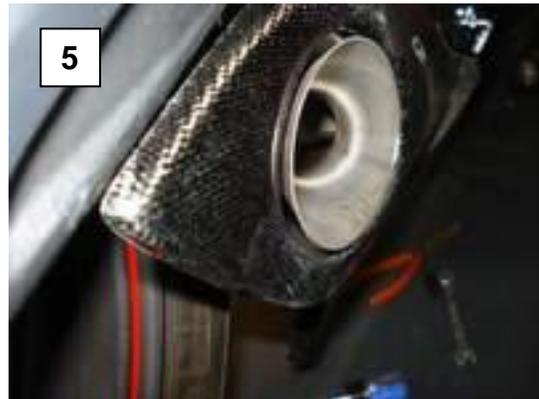


2. Slide the muffler onto the stock headers as far as it will go. A little light oil inside the muffler slip joint will help to ease the muffler onto the header. The strap mounting bracket is positioned behind the stock mount of the rider's footrest plate.

3. Use a stock muffler mounting bolt and aluminium washer to position the bracket with the stock mount. It may be necessary to slide the strap into position so the bolt lines up with the bracket.

4. Replace the lower right hand fairing except for the rear bolt.

5. Slip the carbon trim over the muffler and inside the stock fairing at the front. The top tab of the trim fits to the back of the muffler mounting bracket and aligns with the inside of the rear bolt of the stock fairing. Tighten the top mounting bolt using the M8 nyloc nut and washer supplied with your kit. Replace the stock bolt at the rear of the fairing lower bolting it through the trim to the chassis.



Now check the alignment of the exit with the trim. Make any adjustments necessary following the alignment guide at the start of this section. It may be necessary to remove and refit the trim more than once to achieve the perfect fit.

6. When you are satisfied with the alignment push the rubber well nut into the bracket at the bottom rear corner of the muffler. Align the bracket with the hole in the trim – this can be easier by looking from the left hand side of the bike. Screw the 10-30 cross headed bolt through the trim and into the well nut until it grips firmly.

7. Now tighten the following bolts:

- a) Muffler clamp

Tighten the muffler clamp firmly. When you first start to turn the clamp bolt it will turn easily taking up the slack. Continue turning the bolt against firm pressure, this is the clamp crushing the slip joint and will be a number of turns. Continue tightening until you feel very firm pressure and then the bolt will be correctly tightened. If you have a torque wrench torque to 25 foot pounds. Make sure the muffler is tightly attached and there is no movement.

- b) Muffler strap

The muffler strap to strap bracket hex head bolt was only finger tight on initial assembly – now is the time to tighten fully.

8. Check that the alignment is still correct. If something has shifted loosen the appropriate bolt, make the necessary adjustment and retighten.

9. When satisfied with the alignment, secure the front of the trim panel with the supplied trim grip. The grip is mounted from the inside of the stock panel so that it sandwiches both the stock panel and front of the carbon panel together.

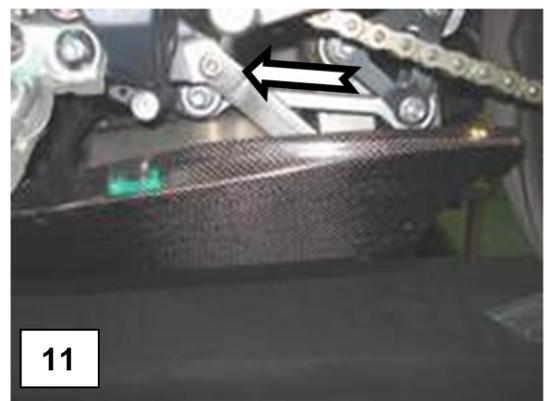


10. Now turn your attention to the left hand side of the bike.

Remove the rear mounting bolt of the left hand body panel.

11. Use the M8 x 12 socket head bolt and washer supplied in your kit to secure the left hand trim bracket to the threaded boss at the rear of the chassis – only finger tight at this stage.

12. Slip the left hand trim inside the rear of the stock body work and replace the stock bolt.



13. Align the hole in the rear of the trim with the hole in the trim bracket (you can use a small awl or screw driver to help line up the holes).
14. Separate the plastic rivet and push the center shell through the hole in the trim and through the bracket. Press the inner rivet through the hole and snap tight.
15. Tighten the mounting bolt at the front of the trim bracket.
16. Finally, secure the front of the trim panel with the supplied trim grip in a similar way to the right hand side.

**We recommend you have your Triumph dealer load the aftermarket exhaust map to your ECU to optimize performance of your new Taylor Made exhaust and eliminate the FI warning light thrown by removing the exhaust servo motor.**

Now all that's left to do is take the bike for a good ride. Remember, after about 100 miles retighten all bolts, especially the muffler clamp to the headers.

Do not hesitate to contact us if you have any questions regarding the installation of your pipe.

Safe Riding,

Paul Taylor

### **Proper Care Guidelines for your TaylorMade Exhaust**

**All components of your new exhaust are fabricated from thin wall stainless steel so it will never rust. The black finish is a baked-on ceramic coating which only requires washing with soap and water to help keep it clean. To keep your carbon fiber looking new, we recommend a regular application of Turtle Wax's "Color Magic" in black. The muffler has an absorption design which relies on a fiberglass packing to absorb noise, heat and vibration. Over time the packing will degrade and will require replacing to maintain sound absorption quality and integrity of the muffler. In normal use repacking will be necessary every 6000-7000 miles. Extended periods of use at high RPMs will significantly reduce this service interval. A sure sign that repacking is required is when there is a noticeable increase in sound level. When your muffler needs servicing please contact our service team here at TaylorMade, who will be pleased to inspect and refurbish your muffler at a minimal cost.**

## **WARRANTY AND LIMITATIONS**

Regarding products sold by TaylorMade Racing Inc. (TaylorMade) e.g., exhaust systems, composites, billet parts, etc., TaylorMade warrants these products against defects arising out of failure due to material and/or workmanship for a period of 1 year from the date of purchase regardless of actual "in service" date. This warranty is limited to the repair or replacement of the item solely at the discretion of TaylorMade. Such repair or replacement will be determined based solely on TaylorMade's evaluation of the item's intended and actual use.\*\* Regarding products purchased from TaylorMade but not manufactured by TaylorMade, NO WARRANTIES WHATSOEVER are granted or implied. Any and all claims regarding items sold by TaylorMade but not manufactured by TaylorMade are to be referred to and disposed of by the actual manufacturer. Claims regarding these items may be administered by TaylorMade or referred to the actual manufacturer at TaylorMade's discretion.

### **EXCLUSIONS**

This warranty does not cover finishes such as plating or paint nor their failure due to discoloration from heat, weathering, or abuse. Nor does it cover any failure due to damage arising out of improper installation, crash damage or incompatibility with other components. In any event, TaylorMade accepts no liability for any damage to vehicles or persons arising out of the use and/or abuse of a vehicle equipped with TaylorMade components, nor will TaylorMade accept liability for damage to injury or persons from the use or abuse of the product itself, whether direct or indirect, voluntary or involuntary. TaylorMade will not be responsible for any dispositions made by dealers or distributors of products. TaylorMade will not be responsible for any labor charges incurred by the customer for the installation or removal of the TaylorMade component or changes arising out of the collateral damage to the vehicle or persons while installing, removing, or using any item purchased from or supplied by TaylorMade whether manufactured by TaylorMade or not.

### **RETURN POLICY**

TaylorMade will not be responsible for any shipping charges by the purchaser in returning the part to TaylorMade for evaluation. A return authorization number and a copy of the purchaser's invoice or receipt must accompany all returns. Parts returned without authorization may be refused.

### **DISCLAIMER**

TAYLORMADE EXHAUST SYSTEMS, ENGINE PARTS, OR ANY PART WHICH MAY EFFECT EMISSION REGULATION COMPLIANCE ARE FOR OFF HIGHWAY USE ONLY AND ARE NOT FOR SALE OR USE ON CALIFORNIA POLLUTION CONTROLLED VEHICLES OR IN OTHER STATES WHERE POLLUTION CONTROL LAWS APPLY. SUITABILITY OF APPLICATION IS THE SOLE RESPONSIBILITY OF THE PURCHASER

\*\*Failure to abide by the care guidelines outlined in the installation guide, will void any warranty terms listed above. Mufflers returned for refurbishment under warranty will be subject to inspection by TaylorMade technicians. If upon inspection our technicians deem that damage has occurred due to neglect, the customer will have the option to pay a refurbishment fee or to ship the muffler to their return address.

**THIS PRODUCT IS DESIGNED FOR USE IN CLOSED  
COURSE RACING AND IS NOT FOR HIGHWAY USE!!**

7712 Gloria Ave Van Nuys California 91406  
818 781 8123  
WWW.RACETAYLORMADE.COM