

# **Taylor***made* **RACING INC**

Y17  
Full

## ***Installation Guide*** **2017 Yamaha R6** **Full Exhaust Kit**



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

Congratulations on the purchase of your new TaylorMade underbelly exhaust kit for your Yamaha R6. All components of your new exhaust are fabricated from thin wall stainless steel so will never rust. We recommend regular application of Turtle Wax, Color Magic in black to keep your carbon fiber looking new.

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 2-4 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.

### **Tool List :**

- 4 and 6 mm socket head wrench
- Small flat head screw driver
- 8, 10, 12, 13 mm sockets
- 13 mm wrench

### **Parts List:**

- 1 x Right Side Carbon Fiber Trim Panel
- 1 x Left side Carbon Fiber Trim Panel
- 1 x Muffler
- 1 x Muffler Strap
- 1 x M8x45 mm Hex head bolt + 2 plain washers + nyloc + 7.5 mm spacer
- 1 x M8x50 mm Hex head bolt + 2 plain washers + nyloc + 15 mm spacer
- 1 x Exhaust valve eliminator plug
- 1 x Set of headers
- 1 x Set of spigots
- 6 x Exhaust springs
- 1 x Exhaust spring puller
- 1x M6 x 16 Button head bolt + 2 plain washers + nyloc

## STAGE ONE – DISASSEMBLY

- 1) Remove both left and right hand fairing inner panels located under the handlebars. These panels are shown to the right upside down so you can see the push peg at the rear and the 2 plastic rivets. Remove the two plastic rivets by pushing in the centre and then pulling out by gripping the outer edge. Pull the peg out at the rear of the panel then pull off the whole panel with a firm upward pull.



- 2) The side fairing panels have a mounting bolt under the covers you have just removed. Locate the bolt shown opposite and remove.



- 3) Remove plastic rivets securing inner panels from the front of the fairing. Most rivets are the push style except the rivet holding the panel to the bottom of the radiator which has a cross head screw – undo the screw and pull out.

- 4) Undo the 6 bolts shown opposite and then pull the upper edge of the panel straight towards you to release clips. At the bottom, push the bottom of the panel at the chin forwards to release.

Repeat on the left hand side but no need to release the bottom chin piece.



- 5) Disconnect O<sub>2</sub> sensor.
  - a. Remove rider's seat.
  - b. Remove tank side panels by removing the screw located at the rear, then sliding panels forward.
  - c. Remove the 3 bolts (located at both sides and one at the front) securing the gas tank. Tilt the tank up and secure with a prop.

d. Locate the oxygen sensor connector in the wiring loom on the inside of the right hand frame rail and disconnect.



e. Thread the wiring back through the frame.

f. If you purchased an exhaust valve isolator now is the time to install it. The servo motor is located under the rear of the tank. From the left side of the bike identify the cable to the servo motor. Disconnect the cable by pushing down on the locating tab and pull off from the servo motor.



Push in the 'black box' isolator to the connector of the cable.

g. Replace, tank, tank side panels, and seat.

## 6) Remove Complete Exhaust

a) At the front of the muffler remove the black cover and disconnect cables from exhaust butterfly valve.



b) The complete exhaust system is quite heavy so I'd suggest you place some blocks of wood under the muffler to support the weight.



c) Unbolt the left and right side exhaust box mounting bolts and the muffler from the riders' footrest hanger.

d) Unscrew all 8 nuts which attach the header flanges to the cylinder head. Pull the complete exhaust away from the bike.

## Stage Two – Preparation

- 1) Unbolt the right hand exhaust box mount, reverse it and bolt back in place.
- 2) Loosen the mounting bolt of the left hand exhaust box mount so it is free to rotate.



- 3) Assemble the headers into the slip joints of the muffler and attach with the springs provided. A little light oil on all the slip joints will help.
- 4) The muffler strap is handed. The RHS has a straight tab and the tab of the LHS has a double bend. Slide the strap onto the muffler ensuring it is the correct way round.



- 5) Mount the header spigots into the cylinder head re-using the stock seals and nuts. Orientate the spigots so the spring holes are at the bottom and be sure the spigots seat square in the head. Tighten the nuts equally and progressively until tight but not bending the flange. Torque setting is 15 ft/lbs.



Place springs in holes so they line up with the tabs on the headers.

## STAGE THREE – ASSEMBLY

- 1) Offer the exhaust up to the engine and temporarily support with your wood blocks. Working with one pair at a time push the head pipe over the spigot. Once all head pipes are engaged push fully home.
- 2) Pull springs onto tabs on each header with the puller provided.



3) On the RHS push the M8 x 50 hex head bolt through the stock exhaust box mount; place the 15 mm spacer between the inside surface of the stock mount and the outside of the strap. Push the bolts through the spacer, strap and secure with washer and nyloc.

4) On the LHS, push the M8x45mm hex head bolt through the stock mount. Place the 7.5 mm spacer on the inside of the stock mount and rotate the mount to align with the hole in the strap. Push the bolt through the hole in the strap and secure with the washer and nyloc nut. Tighten stock muffler mount mounting bolt.



5) Replace stock body work except for the lower two mounting bolts and do not join the two sides tighter (yet).



6) Insert right hand trim carbon trim behind the stock bodywork pushing it into the rear and over the mounting boss.



7) Lift and twist the panel over the exhaust exit and replace the two stock lower mounting bolts.



- 8) On the left hand side, again, slip the carbon trim inside the stock bodywork and secure with the stock rear mounting bolt. Join the L & R sides together with the stock bolt and bolt the trims together at the back with the M6 x 16 button head bolt and nyloc.



- 9) The final step is to check the alignment of the RH trim with the muffler exit. There must be no contact between the edge of the trim and the muffler exit. This may sound a bit crude, but if you need to adjust alignment bear in mind that the position of the trim is fixed and so you must “settle” the muffler in the strap by grabbing the exit and pushing it into position. If you have any doubts on the alignment please contact us for advice.

Now, stand back and take a moment to admire the results of all your hard work. All that remains is to fire her up and go for a spin.

**After running the bike for approximately 100 miles go over all fasteners and check for tightness.**

**We also recommend you use BLACK turtle wax to occasionally polish and maintain the carbon panels.**

TMR recommends the use of Loctite and safety wire in all racing applications. If you experience any problems with the fitment of your TaylorMade Exhaust components or these instructions, the technicians at TaylorMade will be pleased to help. Just give us a call.

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 and paint nor their failure due to discoloration from heat or 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.