

Taylor*made* RACING INC

Installation Guide 2009 Yamaha R6 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. The black finish is a baked on ceramic coating and only requires washing with soap and water to keep clean. 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 Plain Nut

STAGE ONE – DISASSEMBLY

1) Remove both left and right hand fairing side panels. Please refer to your owner's handbook.

2) Remove black cover over muffler and disconnect cables from the exhaust butterfly valve. (Figure 1)



3) Remove Muffler

4) Remove Oxygen Sensor:

a. Remove riders 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. (Figure 2)



e. Thread the wiring back through the frame.

5) Unscrew left and right side rear muffler box mounting bolts.

6) Unscrew all 8 nuts which fix the header to the engine cylinder head and pull headers and muffler box away from the engine.

7) Remove Exhaust Valve Servo Motor:

a. Remove the cable tidy from the right hand footrest hanger.

b. Unbolt the right hand footrest hanger; push the hanger to the rear of the bike to give access to the exhaust valve servo motor sitting in front of the rear shock. (3)

c. Unplug the electrical connector to the exhaust valve servo motor. (Figure 3)

d. Unbolt the bracket securing the exhaust valve servo motor and remove the assembly.

e. Bolt the right hand side foot rest hanger back in place.

f. Insert the 'black box' servo eliminator in the wiring harness connector. (Figure 4)

g. Replace rear brake reservoir bracket. Use tie wrap to tie eliminator neatly to existing wiring.

h. Replace all above parts in reverse order.



STAGE TWO – PREPARATION

1) Unbolt the right hand muffler mount; reverse it and bolt back in place. (Figure 5)

2) Loosen the mounting bolt of the left hand muffler mount.

3) The muffler strap is handed. The left hand side has a small hole beneath the vertical tab on the mounting hole.

4) Identify the left hand side of the strap and slide the strap over the rear of the muffler.



STAGE THREE – ASSEMBLY

- 1) Mount the header spigots into the cylinder head using the stock sealing washers and nuts. Be sure to orientate the spigots with the spring holes to the bottom.
- 2) Place springs in holes. Check hole alignment with the tabs on the headers.
- 3) Offer headers up to the engine engage each spigot and push headers fully home.
- 4) Pull springs onto tabs on each header with the puller provided in the kit.
- 5) Push muffler onto the rear of the headers. If you smear oil over the ends of the headers, it will ease assembly.
- 6) On the right hand side, push the M8x50 mm hex head bolt through the stock mount; place the 15 mm spacer between the inside surface of stock mount and outside of the strap. Push the bolt through the spacer and strap and secure with the washer and nyloc nut.



- 7) On the left hand side, 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. (Figure 6) Push the bolt through the hole in the strap and secure with the washer and nyloc nut. Tighten stock muffler mount mounting bolt.



- 8) Replace stock body work. Insert left and right hand trim panels into rear of stock belly pan and secure with stock rear mounting bolts. Muffler exit should align with carbon trim. (Figure 7) It may be necessary to twist the exit for proper alignment.

- 9) Your muffler comes with a db killer pre-installed. To remove: unscrew M6 button head bolt and pull out. Replace bolt with M6 plain nut included with your kit.

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

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