



MAKING YOUR DREAMS A REALITY

FITTING INSTRUCTIONS

HONDA NC30 (VFR400R) and NC35 (RVF400)

TYGA Performance Exhaust System:

EXPS-0002

These instructions also apply for the following Sets:

EXPS-0002	Set, Pipe, Full Race System NC30-35 (No Silencer)
EXPS-0011	Set, Pipe, Full Race System NC30-35 Maggot Silencer
EXPS-0028	Set, Pipe, Full Race System NC30-35, Oval Carbon/Carbon End Cap Silencer
EXPS-0012	Set, Pipe, Full Race System NC30-35, Oval Stainless Silencer
EXPS-0053	Set, Pipe, Full Race System NC30-35, Round Aluminium Silencer
EXPS-0010	Set, Pipe, Full Race System NC30-35, Round Carbon Silencer
EXPS-0026	Set, Pipe, Full Race System NC30-35. Round Carbon/Carbon End Cap Silencer
EXPS-0003	Set, Pipe, Twin Stack System, Carbon Silencers
EXPS-0005	Set, Pipe, Twin Stack System, Stainless Silencers



VFR



RVF

EXPS-0002



EXPS-0011



EXPS-0028



EXPS-0012



EXPS-0053



EXPS-0010



EXPS-0026



EXPS-0003



EXPS-0005

Parts Included in the EXPS-0002 TYGA Full Race System:

Front bank header left	1
Front bank header right	1
Rear bank header left	1
Rear bank header right	1
Front bank primary collector	1
Rear bank primary collector	1
Secondary collector	1
Exhaust gaskets	4
Springs	10
Rear bank manifolds	2
Rear bank manifold flanges	2
Bush, 6mm, Step Hanger (Used with OEM steps only)	2
Total Parts	27



Removal of stock system:

This is actually the trickiest part of the whole exhaust system swap, as Honda decided to make some of the bolts pretty inaccessible without some clever tooling.

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

Remove lower cowling and mid panels. Removal of the upper is not necessary.

Now 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.

Drain coolant.

Remove retaining bolts from lower radiator mounting stay, and also lower water hose from radiator. This allows the rad to be pulled away from the motor allowing access clear to the header bolts.

Remove the right hand foot rest hanger to allow easy access to rear bank cylinder heads.

Slacken off the two clamps securing front bank headers to the main system.

Remove bolt(s) holding the silencer.

The main system is now free from its fixings and can be removed. This may need a little persuasion with a plastic mallet as the front bank header to main system joints can be quite stubborn.

Removing the rear bank header joint is the next, and trickiest bit 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 $\frac{1}{4}$ " drive, 10mm socket on a universal joint with an extension and a short handle ratchet. Stop the U-joint from flopping around by wrapping some electrical tape around it.

The front headers are again secured by four M6 bolts. Use the tooling as above and they should be off in no time.

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

Well, that is the hard bit done. With the exhaust system totally removed you now have an ideal opportunity to change oil, or replace oil filter etc. without being hindered by the pipes

Fitting EXPS-0002 TYGA Full Race System:

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.

Fit the two rear bank manifolds in place. The flanges to hold the manifolds in place should have the spring hole uppermost. Tighten the four M6 nuts to secure.

If you removed the rear shock, now's a good time to replace it.

Slide on the TYGA rear bank header pipes. Secure with the springs.

Fit TYGA front bank header pipes and secure four M6 nuts finger tight. Don't crush the front bank exhaust gaskets at this time.

Fit TYGA collector joints to the primary pipes* and secure with springs. Tap home with a plastic mallet if necessary.

Fit TYGA final collector joint to the secondary pipes* and secure with springs. Tap home with a plastic mallet if necessary.

Fit silencer onto tail pipe*, secure with springs and lightly tighten the silencer clamp to the mount, but allowing for a little movement.

Before final tightening, check clearances: swingarm, sidestand, rear shock etc.

Tighten four M6 nuts slowly to secure front bank headers. Do this in a couple of stages to make sure that the system stays where you want it to on the bike.

Tighten silencer clamp.

Reconnect radiator hose and secure stays. Fill with coolant.

Re-fit bodywork.

Re-fit right hand footrest assembly. If using the OEM footrests, please also fit the 2x 6mm bushes provided (STHB-0001) for additional clearance for the exhaust heat shield.

Stand back, admire your handy work, and allow the silicone an hour or so to cure.

Enjoy!





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