



**MAKING YOUR DREAMS A REALITY**

## **FITTING INSTRUCTIONS**

**HONDA VFR750F, RC36-1 (1990-1993)**

### **R.H EXIT EXHAUSTS SYSTEMS:**

EXPS-0151	Set, Pipe, Full Race System, (No Silencer)
EXPS-0152	Set, Pipe, Full Race System, Round Aluminium Silencer
EXPS-0153	Set, Pipe, Full Race System, Round Aluminium/Carbon End Cap Silencer
EXPS-0154	Set, Pipe, Full Race System, Round Carbon Silencer
EXPS-0155	Set, Pipe, Full Race System, Round Carbon/Carbon End Cap Silencer



## Parts in Sets:



**All required stays and hardware**



Depending on which set you ordered one of the following Silencers is included  
( except set EXPS-0151, which has no silencer and exhaust clamp)

# SILENCER OPTIONS



# Fitting Instructions

As with all the V4 Hondas, removal of the stock exhaust system is the trickiest part of the whole job.

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

An important note here is that the center stand needs to be removed to fit the TYGA exhaust system. This causes a little complication as we need to remove both the side stand AND the center stand to fit the necessary spacer bushes and exhaust mounting stay.

A pro-arm paddock stand is the ideal tool here, or some other very secure way of holding the bike upright and allowing the removal of the side and center stand.

The side stand spacers give a little extra room for the pipe to squeeze through and also avoid bodywork interference.

So, the first job would be to put the bike on the paddock stand (or other method).

Now, remove the lower cowling and the mid sections left and right. The front inner cowling can be left in situ, along with the little chin piece, but it does give clearer access without things in the way with these parts removed.

With all the necessary bodywork removed, the next job is to completely remove the standard exhaust system. Removing the foot rests and also the chain guard will give you somewhat better access to the fiddly rear header section.

Removing the rear bank header joint is the trickiest part 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 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. It may also be wise to 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.





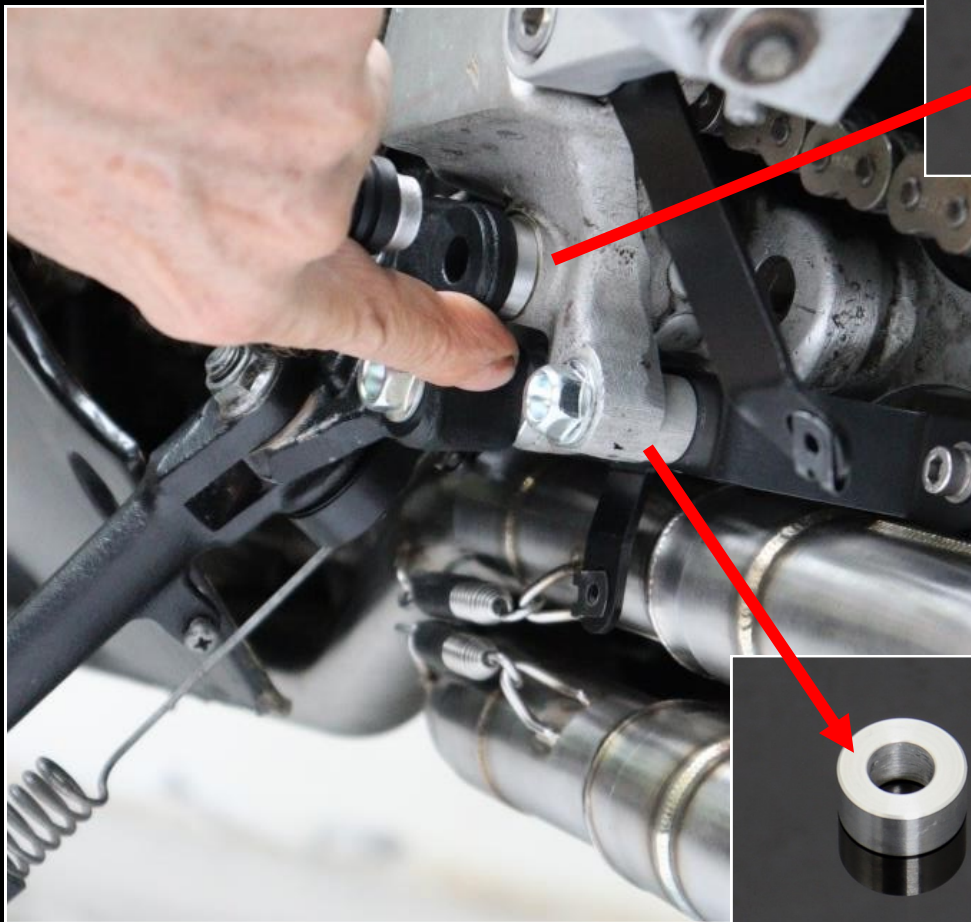
Remove all four-exhaust gaskets, we won't be reusing them  
(new ones are included in our sets)



Right then, now that the stock pipe is off and thrown unceremoniously behind the shed, it's time to start fitting the TYGA parts.

**1)** With the bike on the paddock stand, remove the gear lever, noting it's orientation before removal, and then remove the bolts securing the side stand and the center stand. Discard the center stand, we won't be refitting that.

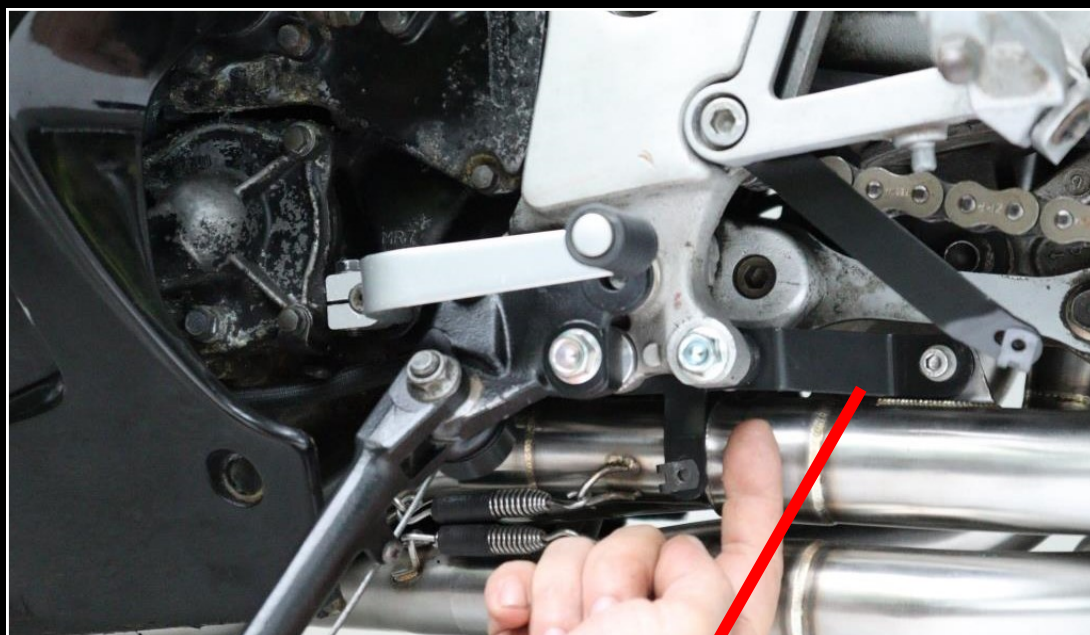
Now fit the spacers (3x BPSY-0319F) between the side stand bracket and the frame, refit the M10 bolts. Two can be tightened up loosely to hold everything in place.



**BPSY-0319F  
Side Stand  
Spacer (3x)**

**STHB-1010 Bush**

Now fit the BPSY-0319B mounting stay in position, also installed the STHB-1010 bush, and secure with M10 nuts on the back side.



**BPSY-0319B Mounting Stay**



Tighten up all the bolts securely.

The side stand can now be used again to support the bike.





**2)** 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.

**3)** Fit the two rear bank manifolds (EXMN-0119) in place. The flanges (EXMC-0119) to hold the manifolds in place should have the spring hook in the upper right (2 o'clock) position. Tighten the four M6 nuts to secure.



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

**4)** Fit the front left header pipe (EXPT-1151) and secure with the two M6 nuts finger tight. Don't crush the front bank exhaust gaskets at this time.



**5)** Fit the front right header pipe (EXPT-2119) and secure with the two M6 nuts finger tight. Don't crush the front bank exhaust gaskets at this time.



- 6)** Fit the rear left header pipe (EXPT-3151) and secure with the spring.



- 7)** Fit the rear right header pipe (EXPT-4119) and secure with the spring

- 8)** Now you need to wriggle the first collector (EXPT-6151) onto the headers of the left bank. It's a little tricky but with there's enough movement to pop the collector into place.



- 9)** Repeat as above with the second collector (EXPT-5151) on to headers of the right bank.

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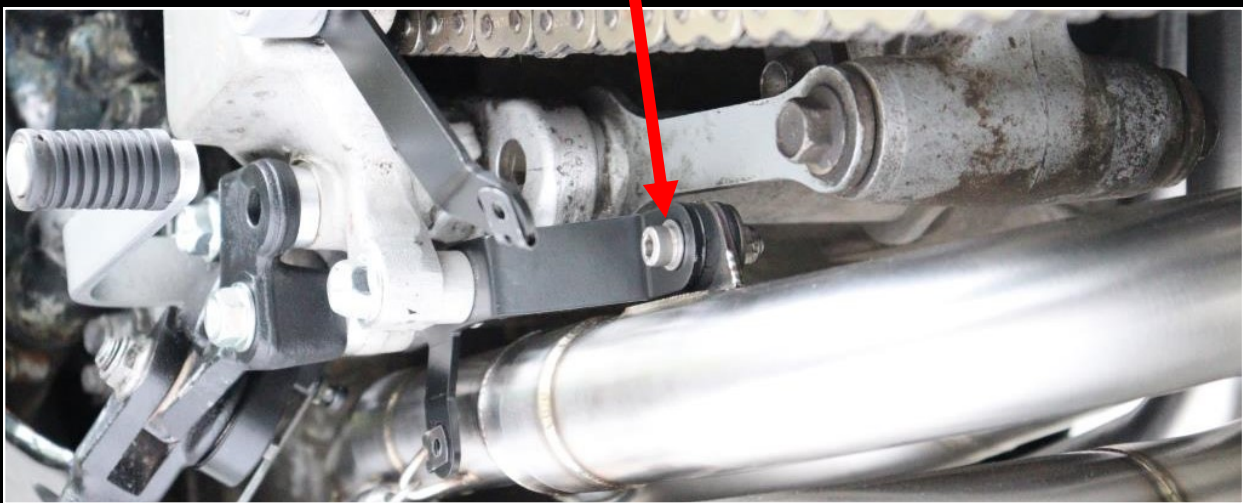


**10)** Secure the collectors to the headers with the springs.

**11)** Now fit the secondary section A pipe (EXPT-7151) to the top collector and secure with the spring.



Now is a good time to loosely fit the M6 bolt to the rubber mounting tab on section EXPT-7151. We will secure this tightly later.



**12)** Now fit the secondary section B pipe (EXPT-8151) to the lower collector and secure with the spring



- 13)** The final collector and tail pipe ( EXPT-9119) is all in one, so wriggle this onto the pair of secondary pipes and secure with the springs.



- 14)** Now fit your silencer of choice and install the clamp loosely to the silencer stay on the pillion step





**15)** Finally, we need to fit a couple of other brackets to tidy things up.

Stay BPSY-0319A fits behind the LH step kit hanger and secures the new TYGA lower left cover in place.

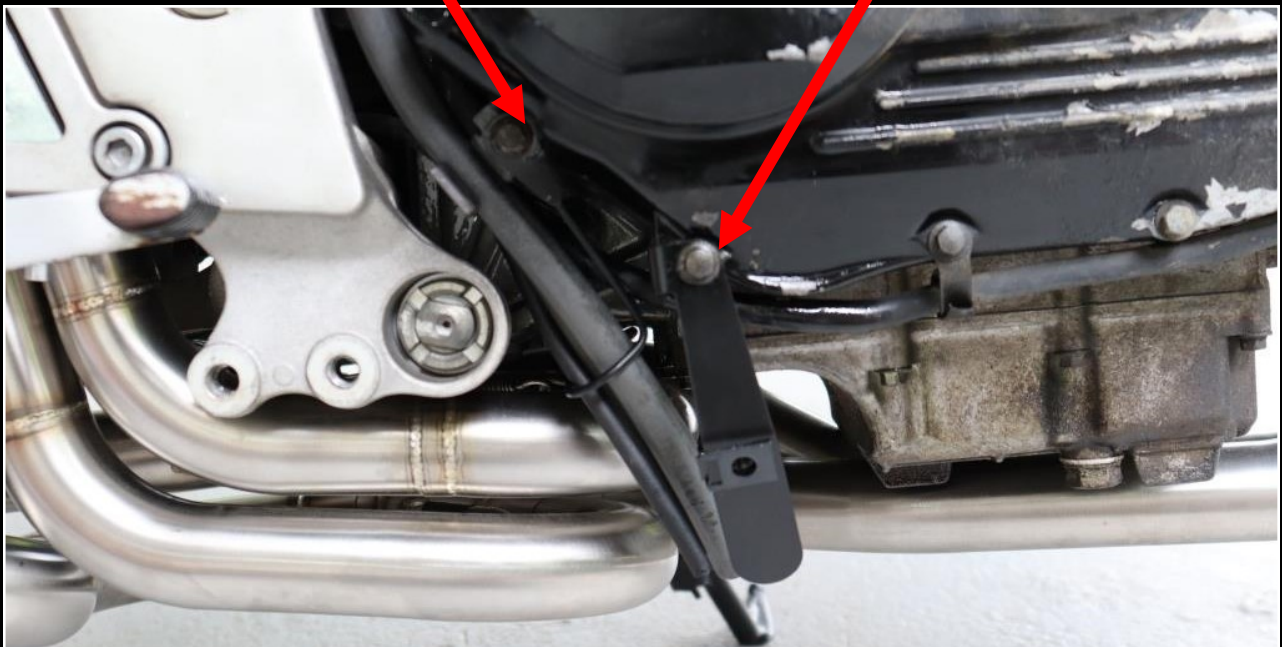
The cover is retained by 2x M4 bolts onto the stays, and also the standard bolt onto the left lower cowl.

With this cover fitted, you can refit the gear lever that you removed at the start of proceedings.



**16)** Stay BPSY-0319C bolts to the engine cover bolt and secures the lower right cowl. It serves also to hold the cowl securely to avoid pipe interference.

BPSY-0319G bolts to the engine cover and is used to hold the overflow and breather hoses away from the hot pipe.



**17)** Stay BPSY-0319D bolts to the frame in the position that was used by the center stand. This secures the standard lower rear right cover.





**18)** Normally, the lower rear right hand cover is secured to the step hanger on a spigot. We need to extend that spigot. Part BPSY-0320 pops onto the spigot on the hanger and is secured by a grub screw. This then plugs into the cover grommet in the usual way



**19)** Now take a good look all around and check for interference issues with the frame, swingarm, cowling etc. The routing of the pipe does have a little adjustability by a bit of twisting here and there.

**20)** Once satisfied with the routing, tighten up the front headers and the frame mount stay.

**22)** Secure the silencer clamp





**EXPS-0152**



**EXPS-0153**



**EXPS-0154**



**EXPS-0155**



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