



Installation manual

General instructions

Thank you for choosing WINGS exhaust. The installation is not complicated and requires no special tools. If you were able to uninstall the original exhaust, you should be able to install the WINGS exhaust on your bike. Otherwise, please find a person skilled enough to do it for you.

The titanium surface of the exhaust is coated with liquid paraffin. Before installing the exhaust, clean the residue of the coating with a clean soft cloth sprayed with a multipurpose spray lubricant (WD-40 or equivalent). Then wipe the surface with a dry clean soft cloth.

The bolts required for installation are included. Clamps and link pipes are also included if needed.

IMPORTANT Retighten the bolts after the first ride. Make sure that all of the bolts (including those for the carbon heat shields) are sufficiently tightened periodically. Tighten the clamps firmly.



A small bottle of lubricant is included with some exhausts. It is used for the inner surface (rubber) of the clamp (bracket) which supports the exhaust. This lubricant must be applied to the entire inner surface of the rubber to enable the clamp to align properly. Otherwise, the clamp will dent the outer sleeve while tightening the bolt. After the exhaust heats up, the lubricant will evaporate.

Do not stand directly behind the exhaust or look into its outlet opening when the engine is running for the first time with the new exhaust installed. You may notice some smoke and odour exiting the exhaust at first, which is normal as yarn with which the damping wool is sewed melts.

IMPORTANT For the first 50 kilometres (30 miles) after installing the exhaust, run the engine moderately (avoid high revs and full throttle) and warm it gradually in order to allow the damping wool to expand and properly fill the entire internal space of the exhaust. Otherwise, a formation of holes in the damping wool will appear, which will negatively impact the engine performance and damping wool's lifespan. After this break-in period, retighten all the bolts on the exhaust and carbon heat shield.



REMOVING/CHANGING THE dB-KILLER

In order to remove or change the dB-killer, remove the small rubber plug at the bottom (side) of the carbon end cap first. Then unscrew the Allen bolt through this hole with a 5 mm hex key and pull out the spark arrester with flat nose pliers. Install the new dB-killer in the reverse order. Please be careful not to drop the Allen bolt inside the carbon end cap. If, however, this still happens, use a magnet to remove the bolt.

CLEANING THE TITANIUM AND CARBON COMPONENTS Fingerprints and dirt spots should be cleaned from the exhaust's surface once you're finished with the installation. Doing so will prevent fingerprints from burning onto the surface. Clean the titanium surface by using a clean soft cloth sprayed with a multi purpose spray lubricant (WD-40 or equivalent) and wipe it with a dry soft cloth afterwards. Black coated exhausts and other black coated parts as well as carbon fibre parts should be cleaned using a dry soft cloth.

Under no circumstances should you use cleaners which contain abrasives or aggressive chemical components, even if the product claims to be harmless to surfaces. These cleaners contain acids that cause galvanic effects which increase over time. Using abrasives may lead to serious damage of the exhaust's surface.

Before using a jet of water for washing or rinsing, plug the rear opening of the exhaust to prevent the wool inside getting soaked with water. **Do not use a high pressure cleaner which uses hot water or steam.** When using a high pressure cleaner, only use cold water and ensure a distance of **at least 0,5 m (2 ft)**. Do not clean the logo plate under direct high pressure water stream.

REPLACING THE DAMPING WOOL Eventhough we use premium damping wool, the lifespan of the material is still limited. No specific exchange interval can be quoted because the wool's lifespan is affected by the type of engine (single or twin cylinder) and factors related to riding style (track use, aggressive riding - full throttle or high revs will shorten its lifespan). The single cylinder engines are the most demanding in regard to damping wool because of very strong gas pulse; therefore, the lifespan of the wool in exhausts on single cylinder engines is the shortest.

IMPORTANT The damping wool must be replaced **IMMEDIATELY** after visual changes (**hot spots**) appear (Fig. 1 and Fig. 2) on the exhaust's surface or when the exhaust becomes louder than usual. Be extra attentive to any colour changes on black coated exhausts.

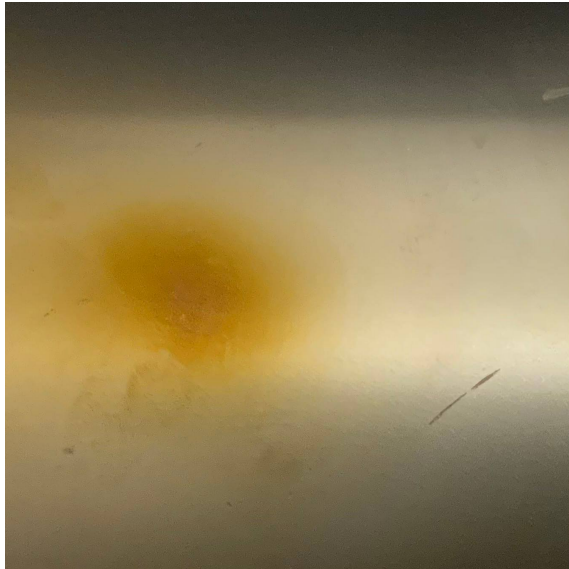


Fig. 1

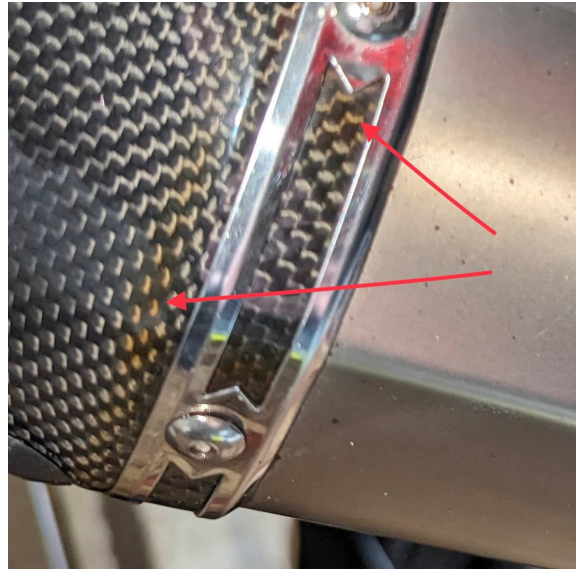


Fig. 2

Do not wait until the hot spot becomes blue (Fig. 3) because failure to replace the damping wool on time will damage the muffler.

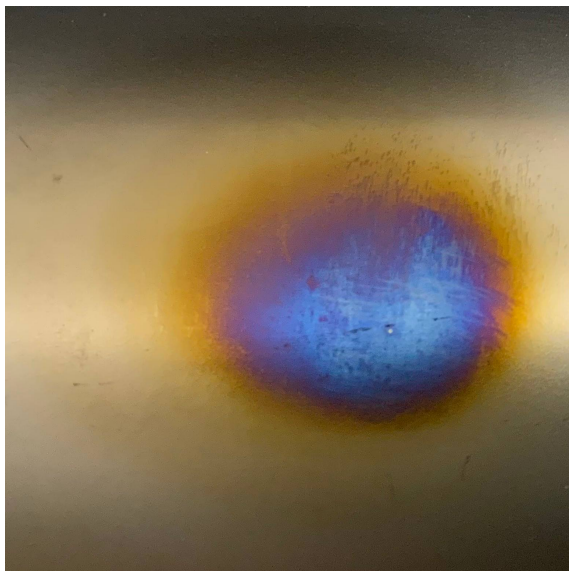
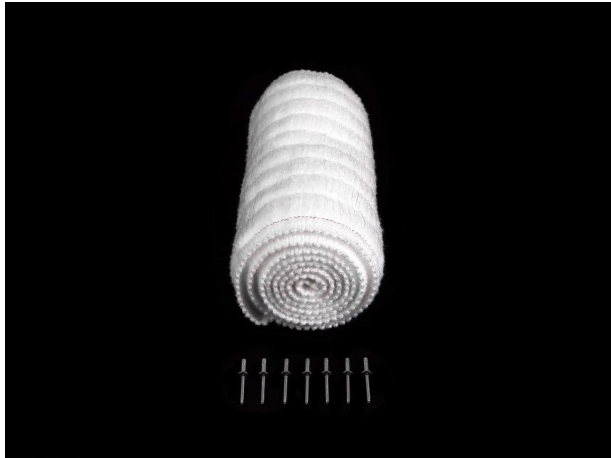


Fig. 3

Any visual changes on the muffler's outer sleeve and carbon end cap should be taken seriously because they are irreversible and only get worse if you ignore them.



REPACKING KIT Repacking material and components such as damping wool and stainless steel rivets can be ordered at info@wings-exhausts.com or at <https://wings-exhausts.com>

WARRANTY WINGS exhausts are products of proven engineering, exhaustive testing, use of premium materials and continuous striving for superior quality. We warrant new exhausts to be free from any defect in materials used in the manufacture and/or workmanship at the time of its manufacture.

The exhaust must not be incorrectly installed, used for competition, used on a commercial basis, misused or inadequately maintained. The exhaust must not be subject to any modifications, repairs or replacements other than with original WINGS replacement parts.

The warranty is limited to defect recognized by WINGS due to normal use. It excludes parts which are subject to normal wear such as damping wool and gaskets. Surface deterioration caused by normal wear and tear, exposure to mechanical force or lack of correct maintenance are also excluded from the warranty. The warranty is void in case of an influence of an outside force, an accident or improper use (competitive, commercial, if the exhausts was not maintained properly, foremost if the damping wool was not replacing on time) or if any modifications were done to the exhaust.

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