

CAUTION

Verify that the exhaust pipes do not contact the vehicle frame or any mounted components. Contact will cancel the effect of the rubber isolation mounts and transmit vibration to the rider via the vehicle frame.

13. Tighten the exhaust system as follows:

- a. Tighten the top nut of the front cylinder head exhaust flange to 9-18 in-lbs (1-2 Nm). Tighten the bottom nut to 60-80 in-lbs (6.8-9.0 Nm). Final tighten the top nut to 60-80 in-lbs (6.8-9.0 Nm).

- b. Tighten the bottom nut of the rear cylinder head exhaust flange to 9-18 in-lbs (1-2 Nm). Tighten the top nut to 60-80 in-lbs (6.8-9.0 Nm). Final tighten the bottom nut to 60-80 in-lbs (6.8-9.0 Nm).
- c. Tighten the transmission clamp bolt to 60-96 in-lbs (6.8-10.8 Nm).
- d. Tighten the two bolts (with lockwashers) to fasten the right side muffler to the lower saddlebag support rail.
- e. Tighten the two bolts (with lockwashers) to fasten the left side muffler to the lower saddlebag support rail.

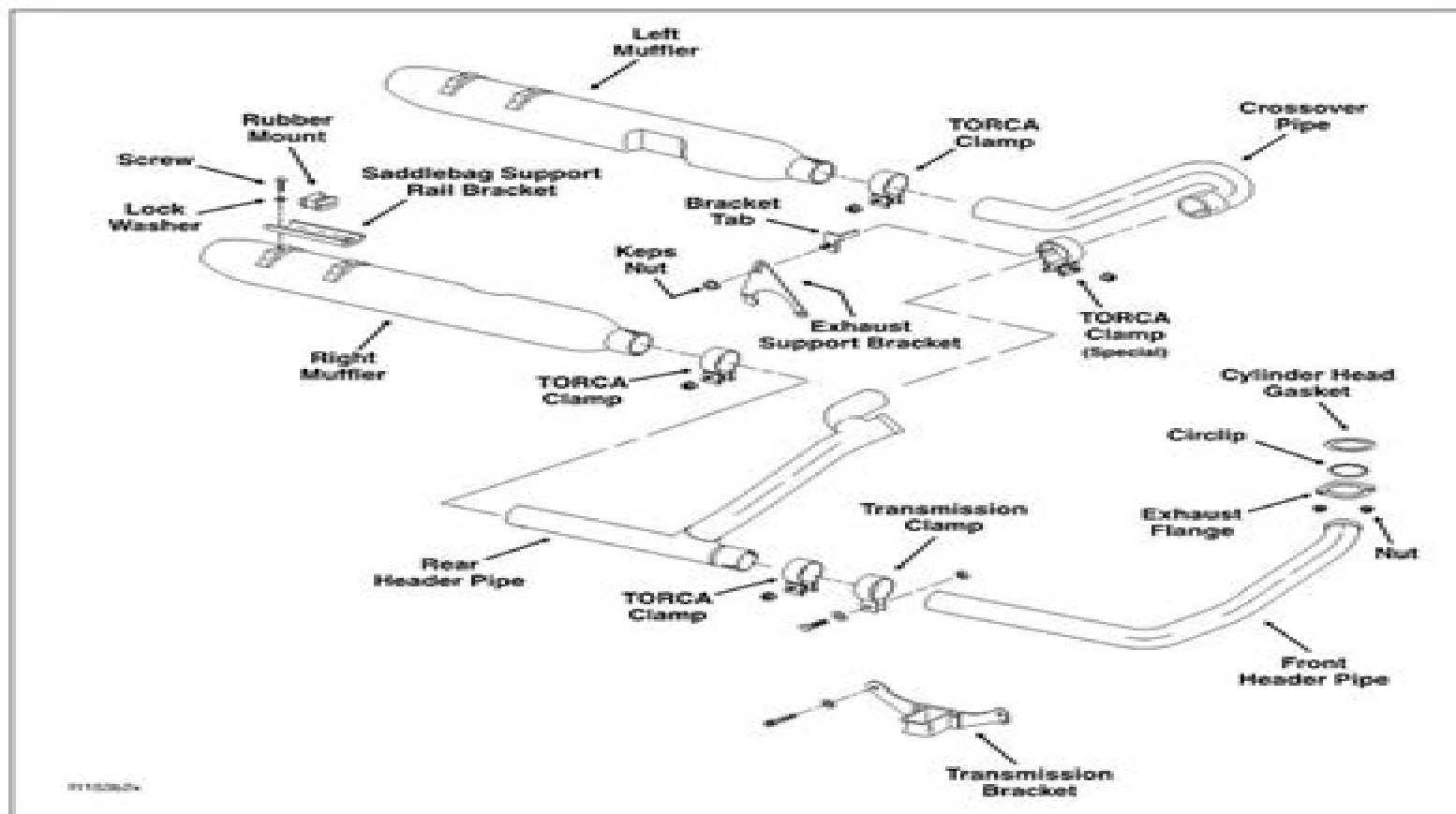


Figure 2-179. Exhaust System (without Heat Shields)

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WALNECK'S CLASSIC CYCLE TRADER, SEPTEMBER 2003 Dominion Enterprises, All Rights Reserved, *Cars & Parts*, 2003 **Product Safety & Liability Reporter**, 2004 **Cycle World Magazine**, 2004-01 *Cycle World Magazine*, 2005-01 **Motorcycle Accident Reconstruction** Nathan Rose, 2022-01-07 Accident reconstruction utilizes principles of physics and empirical data to analyze the physical electronic video audio and testimonial evidence from a crash to determine how and why the crash occurred how the crash could have been avoided or to determine whose description of the crash is most accurate This process draws together aspects of mathematics physics engineering materials science human factors and psychology and combines analytical models with empirical test data Different types of crashes produce different types of evidence and call for different analysis methods Still the basic philosophical approach of the reconstructionist is the same from crash type to crash type as are the physical principles that are brought to bear on the analysis This book covers a basic approach to accident reconstruction including the underlying physical principles that are used then details how this approach and the principles are applied when reconstructing motorcycle crashes This second edition of Motorcycle Accident Reconstruction presents a thorough systematic and scientific overview of the available methods for reconstructing motorcycle crashes This new edition contains Additional theoretical models examples case studies and test data An updated bibliography incorporating the newest studies in the field Expanded coverage of the braking capabilities of motorcyclists Updated refined and expanded discussion of the decelerations of motorcycles sliding on the ground A thoroughly rewritten and expanded discussion of motorcycle impacts with passenger vehicles Updated coefficients of restitution for collisions between motorcycles and cars A new and expanded discussion of using passenger car EDR data in motorcycle accident reconstruction A new section covering recently published research on post collision frozen speedometer readings on motorcycles A new section on motorcycle interactions with potholes roadway deterioration and debris and expanded coverage of motorcycle falls This second edition of Motorcycle Accident Reconstruction is a must have title for accident reconstructionists forensic engineers and all interested in understanding why and how motorcycle crashes occur

Automobile Design Liability, 3d: Recalls (2 v.) Richard M. Goodman, 1994 Cycle World, 2004 **Cycle World Magazine**, 2004-01 **American Motorcyclist**, 1996-03 American Motorcyclist magazine the official journal of the American Motorcyclist Association tells the stories of the people who make motorcycling the sport that it is It is available monthly to AMA members Become a part of the largest most diverse and most enthusiastic group of riders in the country by visiting our website or calling 800 AMA JOIN

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