

FITTING INSTRUCTIONS

PRECAUTIONS:

Before carrying out any work on the machine or its exhaust, ensure that the temperature of the power unit and exhaust will cause no harm either to the operator or to parts which are not heat resistant (such as fairing, hoses, sleeves etc)

FITTING;

1. Remove the OE silencer
2. Fit the LeoVince silencer, aligning the header pipe with the exhaust flange on the power unit, and remembering to fit the sealing gasket when available. Partially tighten the two nuts on the mounting studs to allow a degree of realignment. This is made possible by the clearance between the flange and the mounting studs on the power unit.
3. Fit the brackets supplied, following the indications on the drawing enclosed, where you will see clearly described the correct relationship between the various spacers, washers (when required), and fasteners
4. Tighten up all the fasteners, starting with those on the mounting flange at the power unit.
5. Start the motor, wait a few minutes for it to reach operating temperature, and check that there are no gas leaks.

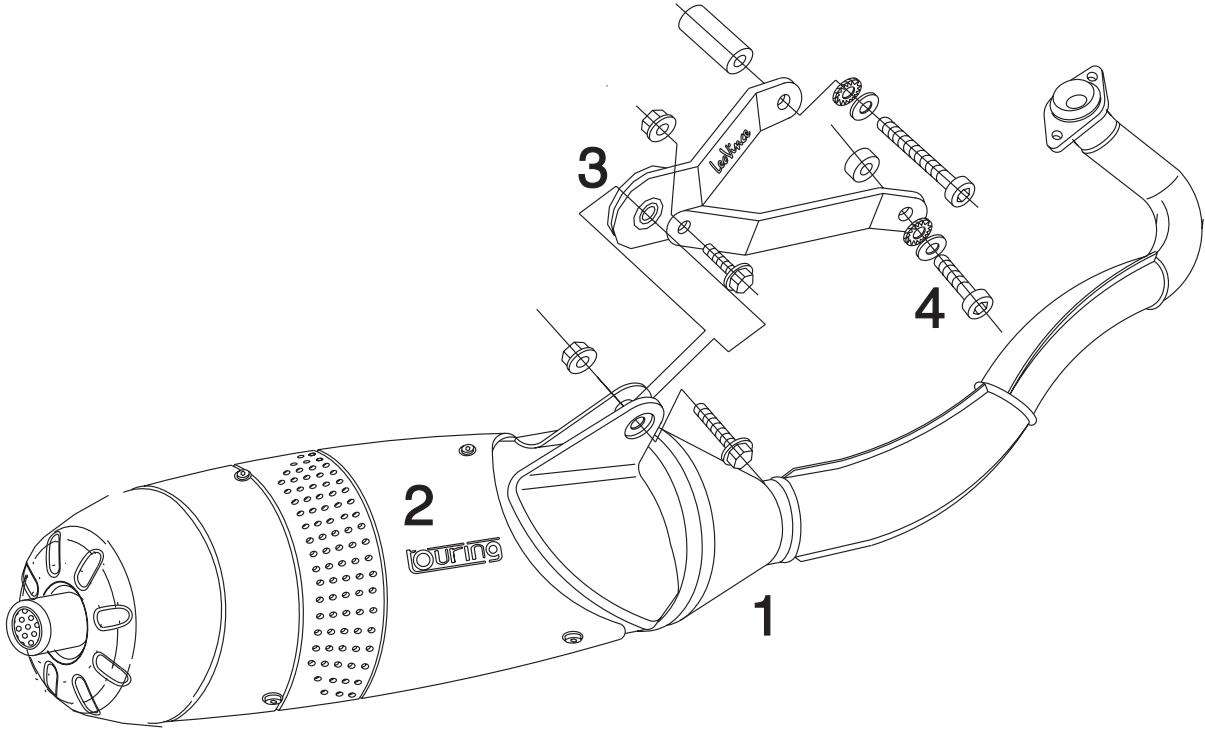
NB: after approximately 100 Km, check all the fasteners.

MAINTENANCE:

From time to time, check all the brackets and fasteners, which could be affected by use (sound-deadening material, seals and other rubber parts) and replace them periodically. The silencer may be cleaned using gasoline, diesel oil or alcohol. Absolutely avoid the use of any kind of solvent.

IT IS FORBIDDEN to make any modifications to silencers. Whatever form this may take, SITO GRUPPO INDUSTRIALE declines any responsibility for defects, problems, or malfunction arising from the use of any product which has been modified or tampered with.

TECHNICAL DRAWING



FITTING INSTRUCTIONS ROLLERS

To obtain best results from this product, we recommend you fit the VARIATOR ROLLER KIT supplied, which is designed for use on unmodified engine and transmission units.

- 1 Remove the left engine case to reach the drive unit.
- 2 Remove the centrifugal rollers from the driving half-pulley (front variator), and replace these with the kit supplied, as shown in the diagram.

GILERA TYPHOON-STORM : **Art. 4646 gr. 5,5**
PIAGGIO NRG=mc2 ('98) - NRG=mc2 ('99 Liquid cooled) -
GILERA TYPHOON 50 ('09): **Art. 4659 gr. 4,8**
PIAGGIO NRG=mc2 - ZIP SP - NRG=mc2 ('99 Air cooled)
PIAGGIO NRG-NTT: **Rulli originali**

If all these components are changed, they will affect the performance of the machine, in the same way as the topography of the area where it is to be used, or the weight of the rider. If detailed tuning of the transmission is called for, we offer the following range of rollers of different weights:

Art. 4646 D x L (mm) 16 x 13

gr.

2,7	3,6	4,0	4,7	5,1	5,5	5,7	6,2	6,7	7,0	7,5	8,0	8,5	9,0
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Art. 4659 D x L (mm) 19 x 15,5

gr.

3,7	4,0	4,3	4,8	5,3	5,7	6,0	6,5	6,8	7,2	7,5	7,8	8,3	8,7
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Our technicians are at your disposal for further clarification and suggestions. We must remind you that tuned power units can only be used for COMPETITION PURPOSES ON A CLOSED CIRCUIT.

SISTEMA DI MONTAGGIO DEI RULLI HOW TO FIT ROLLERS NOTICE DE MONTAGE MONTAGEANLEITUNG ISTRUCIONES DE MONTAJE

