

V&H WIDOW EXHAUST

Bolting a set of these onto a XR1200X gave us a 5 hp and 6 ft-lbs. gain

Hot XL

IT'S NOT AS THOUGH THE NEW BLACKED-OUT XR1200X needed any boost in the power department, but c'mon; who's going to turn down more power? To that end, we figured the best place to go was straight to the experts: Vance & Hines. V&H puts out an excellent exhaust system that's used on the AMA Vance & Hines XR1200 race bikes. However, we got a kit a bit more streetable than the ones that come with the V&H race kit.

Chris installed Vance & Hines' Competition Only version of its Widow 2-into-1-into-2 exhaust system in black (#47537/\$649.95) at Mark Fabrizi's shop. (Thanks, Mark, for letting us use a lift while you tended to customers' bikes.) Once the install was done, we put the bike back onto Rob's dyno (we already did the baseline runs) for some power runs. After a couple of pulls it was obvious that a tuner is a must-have with this system, so on went a Vance & Hines Fuelpak (#61005A/\$279.95). The accompanying dyno chart tells the tale.

Besides the power gains, there's a few other pluses to the Widow exhaust system. Not only does it look mean against the blacked-out engine and drivetrain, but it's about half the

weight of the stock system to boot! Another advantage is that it works with the passenger footpegs, which is a nice feature to have. I've put a couple hundred miles on the bike with the Vance & Hines setup, and I can tell you that not only is this bike super-fast, but the tone is that of pure power. It's not that loud at idle, but getting up

Our 2011 XR1200X is up on Mark's lift with the O₂ sensors, stock exhaust system, and rear mounting bracket removed. The transmission pulley cover and the mounting bracket under it are also removed.



TOOLS NEEDED

- Anti-seize
- Blue Loctite
- JIMS 18mm-1.5 tap
- Plastic hammer
- Large expanding snap ring pliers
- 8mm Allen
- 3/16" Allen
- T-27 Torx
- T-40 Torx
- 1/2" wrench (2)
- 6" extension
- 7/16" socket
- 1/2" socket (deep)
- Torque wrench (in-lbs.)
- Torque wrench (ft-lbs.) ■



PHOTOS BY JOE KNEZEVIC

2 Start by reinstalling the tranny pulley cover with the V&H-supplied thick washer under the lower cover bolt to take the place of the missing bracket. Do not reinsert the large mounting bracket bolt.



3 Once all the stock hardware with blue Loctite on the threads is screwed in handtight, use an 8mm Allen and a 3/16" Allen to torque the bolts to 30-33 ft-lbs. and 100 in-lbs. respectively.



4 Using a large expanding snap ring pliers, install the stock flanges and retaining rings onto the new V&H headers. The shouldered side faces the cylinder so the retaining ring can go in the recess.



5 Use a JIMS 18mm-1.5 tap (#1757) to make sure the O₂ sensor threads are clean and easy to thread into.

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6 With a little anti-seize only on the threads, install both O₂ sensors in their new header pipes. Make sure you put the front sensor in the front pipe, etc. Torque them to 29-44 ft-lbs.

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7 The V&H-supplied rear muffler bracket gets attached to the stock mounting points using the stock hardware, blue Loctite, and a pair of 1/2" wrenches. Torque the hardware to 15-19 ft-lbs.



8 The rear mounting point for the rear muffler bracket gets secured to this stock mounting point using the stock bolt and washer, blue Loctite, and this V&H washer between the bracket and stock mounting point.



9 After replacing the front exhaust gasket with a new stock one (#17048-98), loosely install the front header pipe using the stock nuts and a 1/2" socket.



10 After doing the same for the rear head exhaust gasket, loosely attach the rear header pipe using the stock nuts and a 1/2" socket.



11 You can now install the V&H crossover collector pipe. You may have to lightly tap the pipe with a plastic hammer to get it over the ends of the header pipes.

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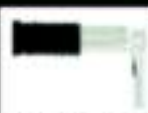
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12 Once the crossover collector pipe is on, use the V&H-supplied tool to attach two of the V&H-supplied springs.



13 The top muffler pipe now goes onto the crossover pipe. You may have to lightly tap the mounting bracket that's welded to the muffler with a plastic hammer to get the muffler onto the collector.



14 Once you have the rear mounts aligned, use a pick tool to hold the V&H-supplied nutplate in place as you thread in one of the V&H-supplied bolts using a 1/2" wrench.

tsukayu



15 After installing the bottom muffler pipe onto the crossover pipe, lightly tap the mounting bracket that's welded to the muffler with a plastic hammer to get the muffler onto the collector.



18 You can now tighten the rear muffler pipe support bracket hardware using a deep 1/2" socket and 1/2" wrench. Torque them to 120-180 in.-lbs.



16 After aligning the rear mounts, use a pick tool to hold the V&H-supplied nutplate in place as you thread in one of the V&H-supplied bolts using a 1/2" wrench.



19 Reconnect both O₂ sensor harnesses and secure them using the stock clamps. Make sure they are set-up as before, routed away from any hot pipes or surfaces.



17 Using the V&H-supplied tool, attach the last two V&H-supplied springs to the crossover collector pipe and both muffler pipes.



20 Here's how the finished exhaust looks on the bike. We now have to remove the seat to install a V&H Fuelpak fuel tuner. Just pop the front and rear seats off the bodywork with your hands.

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21 Once we put the bike on Rob's dyno, we use a 7/16" socket and 6" extension to remove the two rear bolts, two center bolts (note the order of the washers and spacers), and single front bolt.



22 After lifting the bodywork off the frame, remove the three bolts (one on each side and one in front) that hold the steel base plate to the frame using a T-40 Torx.



23 Using a T-27 Torx, remove the single screw that holds the inner fender to the frame, so you can slide the steel base plate and inner fender rearward.



25 After reinstalling the inner fender screw (do this first) and the three base plate bolts, reattach the module to its two holes in the base plate.



24 Unplug the stock wiring harness connector from the stock ECM, and plug the V&H Fuelpak into the ECM and the stock wiring harness connector as per the instructions.



26 Once Rob entered the air/fuel mixture values from the V&H chart (FP-2770) into the Fuelpak, we secured the Fuelpak to the inner face of the bodywork using some hook-and-loop fastener.

SOURCES

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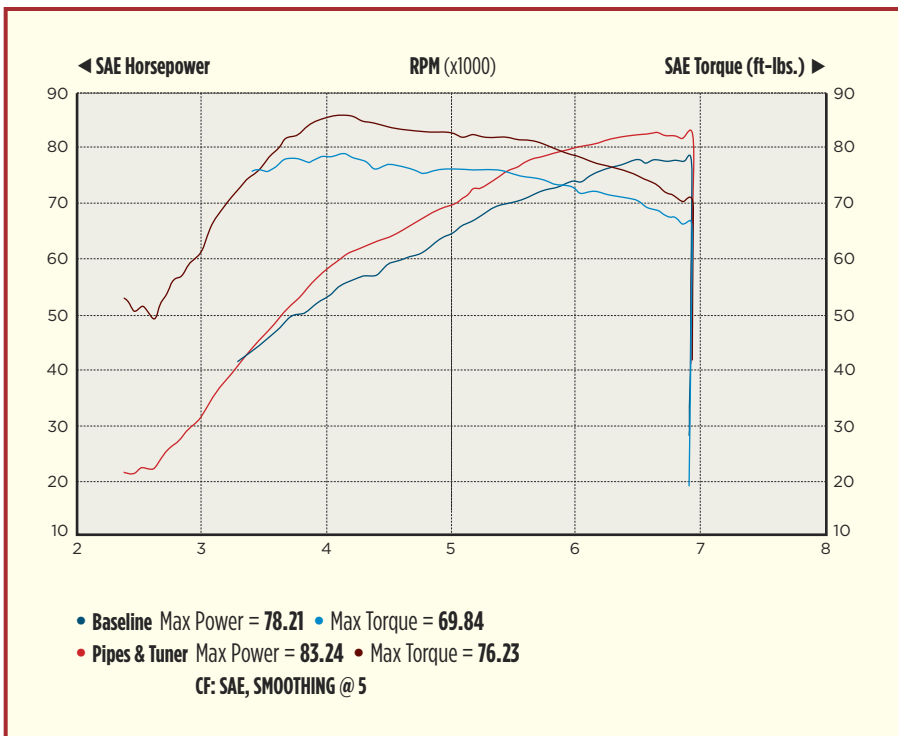
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into the 4000-plus rpm range really sets it loose. However, since it's a racing exhaust there are no heat shields, so the only real problem with this system is the heat. This can either be solved by using heat wrap or wearing heavy boots. Also, seeing as how the passenger peg is only about 2" above the pipe, make sure your passenger is also wearing proper footwear.

Before you go to the captions and photos, here's an installation tip: before we could get the crossover collector pipe to fit over the end of the header pipes, we had to use an air tool fitted with a cylinder-shaped sanding wheel to remove the powdercoating from the first 1/8" inside the flared ends of the crossover collector pipe.



27 After reinstalling the bodywork and before you reinstall the front seat, ensure the passenger strap steel support is fully engaged in its slot in the bottom of the seat.



28 The front of the seat has these two clips that engage two slots on the bike. The rear of the seat engages its studs first, then the front of the seat snaps into place. **AIM**

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