OMARS FIBERGLASS COMPANY

EXHAUST INSTRUCTIONS

Note on all exhaust systems

1) Always use rubber washers at all mount points. Vibration has cracked silencers which were not cushioned

2) Your pipes were made from a jig. We have rare reports that pipe mounting points vary on some frames. If the mounting holes do not line up- a) grind a wee bit off one edge of the head pipe which fits into the head-this can make a significant variable at the mounting end, b) enlarge/elongate mounting holes, or c) tweak mount brackets.

1/2 Mile System

Remove the inside flange and center dowel of the right center stand mount on post '74 frames. This leaves the thinner outside flange as an anchor for both 1/2 mile silencers. The inside flange and dowel have to disappear to make room for the left silencer. This renders the left center stand mount useless so you may wish to remove it for aesthetics. For **late model frames** (starting with the '74 TX), the pipe brackets attach to the frame's stock exhaust mount...the one with two holes...with stock bolts. Mount with rubber washers for vibration resistance. For **early model frames** (to 1973) bolt the two pipe brackets together in mid-air with a bolt, washers and lock nut. The pipe brackets do not attach to the frame on early models. (You may want to create this extra mount point). Silencers mount to modified right center stand flange. Use rubber washers!

Hooligan/Manx System

On **late frames** the pipes attach to the frame with stock bolts. The silencers attach to the outside of the center stand pivot bolts. You may have to modify your center stand so it does not contact left pipe. On **early frames** your only attachment point will be the center mount bolts.

Installation: 1/2 mile and Hooligan

1. Test fit to anticipate any adjustments
2. Paint pipes and silencers. Allow to dry overnight before handling. See painting instructions.
3. Use the new exhaust gaskets supplied with your pipes.
4. Install the gaskets and loosely fit pipes into cylinder head with nuts.
5. Slide clamps around silencers and silencers over the pipes and secure silencer brackets to center stand mount(s.)
6. Use rubber washers to lessen damage from vibration.
7. Tighten all nuts, bolts and clamps with LocTite.

Mile System

Mile pipes are designed to clear the bulge in our Special fenders and stock side covers.

Installation: Mile System

Remove tank so you don't chip the paint when installing pipes.
1. Trial fit before painting!
2. Use the new exhaust gaskets supplied with your pipes.
3. Paint pipes and silencers. Allow to dry overnight before handling. See painting instructions.
4. Paint 'L' bracket. The lower part to match the frame color, the upper part the color(s) of your side panel. The idea is to hide it.
5. Grind 3/16" of metal off the frame side of the upper left foot peg bracket. This is where the 'L' bracket mounts.
6. Loosely install 'L' bracket behind foot peg and semi snug with acorn nut. Mount so bracket follows the frame rails
7. Hold the right pipe **so the exhaust end is up in the air**. Snake the head end between the frame and the engine without knocking paint off anything. Loosely secure it with stock exhaust nuts.
8. Mount the left pipe in a similar manner
9. Loosely secure pipes to forward hole of 'L' bracket with one 7/16 x 1" bolt and Nyloc nut. Use a rubber fender washer between 'L' bracket and pipes to lessen vibration.
10. Slip loose pipe clamps around silencers. Position clamps so as to hide the bolts but remain accessible for 7/16 socket.
11. Install megaphones on pipes and secure with the other bolt to the rear hole of the 'L' bracket. Use a rubber fender washer between 'L' bracket and megaphones to lessen vibration.
12. Jump back, eyeball this thing. Look right? OK begin tightening all bolts starting at the exhaust ports-tighten all nuts and bolts with LocTite. Remount tank.

Painting

Remove grease with grease remover and wash with mild soap, rinse and dry with clean cloth. Remove all dings, scratches and the little bender clamping teeth marks with abrasive discs (in the area of 220-320 grit) in a hand drill. I've included a can of high temp paint with ceramic formula. Spray between 50° and 85°. Paint when humidity is less than 50%. Shake can until ball rattles. Swirl ball on bottom for 2 minutes. Shake can before and after each minute of use. Apply three and more thin coats from 12"-16". **This paint formula runs like crazy**. Allow to dry between coats. Let cure overnight. Install. Exhaust heat will cure paint. Don't be alarmed with the smoke from curing, it goes away in a few minutes. If you can cure all parts in an oven before installing, the finish will last longer.

Ceramic powder coat

If you chose high temp ceramic powder coating pick Jet Hot, they are a quality supplier of ceramic coatings.

Plating

If you decide to have these pipes chromed tell your chrome shop that the metal is aluminized. Deliver to your chrome shop without clamps. Our pipes are single wall so over time the header pipes will turn blue which means periodically you'll have to polish the pipes with Simachrome or chrome polish. Tell the chromer to plug both ends of the megaphones and tie weights to them to submerge in plating tank. You definitely do not want plating solution in the stainless steel wool sound absorbing material.

Jetting

Start with **No jet changes** and read your plug color. They will tell you if you are running rich, lean or right on.

	Stock 650 CV carbs	**Stock 650 34mm Mikunis**	**Modified 750 VM34mmSC**
Slide cutaway	?	1.5	2.5
Needle clip	Center slot	?	?
Needle	?	6DP1 through 6DP5	6F9-2
Needle jet		0-0 through 005 or Q-5 through Q-5 (all work well)	?
Pilot jet	1 or 2 up from stock	25	25
Main jet	142.5	tune from 290+/-	tune from 180+/-

[All we had to do with our pipes (at 900' above sea level) was install a 30 pilot and move the needle up one]

Turn your CV carbs loose

The slides in your CV carbs have two holes. The one in the center is for the needle. Don't be concerned about the needle's hole, it's the other one, off center. Drill it larger;

[ ] CV carbs on 650s up to 1979-make hole larger with number 79 drill

[ ] CV carbs on 650s after 1980-make hole larger with number 80 drill

The low speed throttle response and precise carb tuning will flat blow you away.

Xtreme Xhaust Optimizer kit

Turn an Omar exhaust into a fire breathing monster with this simple kit

Our exhaust pipes are 1 ¾" in diameter. They improve flow by about 200% over the stock system. Improved flow increases horsepower. But you can get even more power cheaply with our Xtreme Xhaust Optimizer kit. This kit will...

[ ] Increase high end power by up to 20%
[ ] Torque Peak Optimizer increases mid-range power
[ ] Torque Peak Optimizer increase low end power
[ ] Works on 650s and kitted 750s

Creditability

You pay a lot of money for this kit of small parts. How good can the kit be? Here's what you do. Go run your properly jetted 650 Yamaha with stock pipes. Measure the performance by any standard you devise. Then run the same bike with my pipes, properly tuned and record the results. Now install this performance kit in our pipes and repeat your test standard. If you are not entirely impressed with the increased power we will return the cost of this kit. Who else makes that kind of promise? **Kit is guaranteed-if you are not pleased with the increased power, you'll get a 100% refund of the purchase price-no questions asked. It's that good!**

Exhaust Port Optimizers-two in kit

These inserts fit between the head and exhaust pipe. They offer these important benefits.

1) They minimizing pressure (reversion) to improve, low and medium speed carburetion
2) They affect and maximize; low, mid and high end power
3) Tuning the carbs for maximum output is made much more precise.
4) The sleeved portion of the Diode reaches into the port and "fools" the exhaust port into improving flow at all lifts. It also reduces retained heat in the cylinder by filling the back pressure gap between our pipes and the exhaust port.

This Diode works wonders with stock engines and really is most effective with the popular tight lobe center acceleration cams.

Torque Peak Optimizers-two in kit

This unit is welded into the back of the pipe before the megaphone or silencer. It optimizes the torque peak for your engine displacement and desired powerband. Your engine will pull like a freight train and it won't matter whether you are using straight thru mufflers or my megaphones. This optimizer really is a terror on kitted engines

Special note for use in our Mile pipes

There are bends at the very back of my Mile pipes. This does not allow the Torque Peak Optimizer to slip straight in. You will have to grind away a portion of the leading lip to get clearance for the bend. Once this achieved, weld the unit in place. What you have ground away will have an unnoticeable effect on the power increase.