

## FITTING INSTRUCTIONS FOR PM59 / PM84 X-TECH PRO POWER PIPE RUNNER/DAGSTER- 125/180 STAGE 1.

Thank you for purchasing a hand crafted PM59 X-Tech performance pipe, the end product of many years dyno research and development. Please read these instructions carefully before fitting. Please note the PM59 is supplied as standard in an oil finish and must be de greased and **coated with a suitable heat resistant paint or lacquer before fitting.**

1. Remove old exhaust as required.
2. Loosely fit new hanging bracket finger tight on to chamber using self lock nut and washer provided, **check chrome spacer is between rubber void bush and chamber bracket at this stage. (See image)**
3. Clean/de-grease the exhaust gasket face on the cylinder and fit collar to exhaust port using the gasket provided with a small amount silicone sealant (e.g. Loctite instant gasket) to both sides of the gasket face. Use original nuts to fasten securely.
4. After cleaning and de-greasing the slip joint locate main system onto connector collar stub, again silicone sealant should be used here.
5. At this stage fit the CNC bracket onto the crank case loosely with the original bolts and special washers.
6. Fit 2x expansion springs supplied through the collar eyelets and connect onto the spring retainer wiggle system to allow for correct seating.
7. Adjust system into position making sure that there is sufficient clearance between the hanging bracket and chamber.
8. Tighten all fasteners with the system in the correct position. **\*\*Important\*\* make sure that the chamber sits in an unstressed position as you finally adjust and secure all fasteners failure to adhere to this will result in breakage's.**



**PM59 X-Tech pro muffler fitting details.** After fitting chamber as above please follow these muffler fitting instructions carefully (sometimes pre- factory assembled)

1. Fit muffler to muffler mounting flange using 3x flat m6 washers x3 m6 nylocks provided fit muffler.
2. Next slide stainless steel strap over muffler and locate onto captive m8 bolt (PM55) and secure with m8 washer and m8 special self locking nut provided. Or fit m8 special self locking nut/washers dome head allen bolt (PM59) **\*\*important\*\*** the strap has been designed to fit one way only with both tabs on top of securing bracket with PM laser logo facing to the top. N.b. re-check all fasteners after 50 miles or so.

**Stock/carb details guide** try A.+ B. If machine runs rich in the mid range.

- A. Remove the carb top by undoing the two screws, and lift out the slide.
- B. Compress the slide spring and lift up the small plate, unhook the cable and unscrew the needle holder, note the positions of and spacer washers and spring carefully reset the circlip into the top groove re-assemble in reverse order.
- C. Adjust air screw all the way in do not over tighten and back out (PM59 1 full turn out) (small slotted screw facing up at approx 45 degrees) on stock carbs. (Or on later machines a 'D' shaped head)
- D. Adjust idle speed to suit (if required) with the large headed thumb screw situated on the side of the carb below air screw. Please note the above jetting detail works at its best with the engine at normal operating temperature, on cold days it may be necessary to blank out 1/2 to 3/4 of the front radiator grill using duct tape or similar to maintain the engine at just below the mid way position on the temp gauge. (e.g. outside temp 10c mask radiator just over half way.)

**Spark plug** Use **NGK B95EGV** for high speed prolonged motorway use. **NGK B85EGV** winter and general riding set electrode gap to 20 thou.

**Lubrication.** We endorse and recommend the use of **Castrol TTS** fully synthetic oil

### **Setting up**

The above details are typical to most Gilera/Italjet 125/180 models and have been tried and tested to the best of our ability. However we cannot be held responsible or, control the many factors that affect an engines performance, if your engine does not respond to the above base line settings it may be necessary to re jet and/ or adjust, in any case you will need to check the color of the spark plug center electrode for signs of correct jetting e.g. black too rich white too weak oatmeal/light brown is the ideal. Always use Shell Optimax fuel or super unleaded 97/98oct.

While every effort has been made to ensure that these instructions are accurate and concise, they are only intended as a guide for general fitting. Your machine may differ slightly from the one described. PM Tuning accepts no responsibility for any damage or injury caused by the fitting of a PM Tuning exhaust system. For the correct torque settings, please consult a workshop manual. If you feel that you are insufficiently equipped to carry out the exhaust fitting safely and correctly, we recommend you consult your nearest dealer.

**For extra performance gains proceed with stages 2/3/4/5/6/7 on our online 'Tuning Guide'**  
Please see [www.pmtuning.co.uk](http://www.pmtuning.co.uk) for more details.

### **Please Note:**

Due to the fact that the manufactures do not always weld the main centre engine mounting on the frame in the same location (we have seen +/- 12mm) we recommend the following. If the front inner part of the exhaust down pipe has insufficient clearance or is touching the frame you will need to grind the frame away. Clearance required between frame and down pipe is 3mm to allow for engine movement. Failure to observe this condition will result in an exhaust fracture (not covered by our warranty). The above modification appears to be evident mainly on Gilera Runners but should also be check on Italjet Dragsters.

**FOR PM84 EXHAUSTS ONLY:** Please NOTE; the rear bodywork will need be modified to allow adequate clearance between the muffler and upper bodywork during suspension travel, the number plate will also need to be relocated to suit. We suggest using our PM Gilera ICE type crankcase mounting bracket along with an appropriate reg number light.