

# Yamaha V-Star XVS

## “No Cut Gut” - Stock Exhaust Modification

As done by **Breeze** (dgmid61) - CC&D #422  
Written up by **Dan** (DanRichard) - CC&D #933

This mod will give your V-Star a nice deep rumble and really sounds good when you crack it, but it's not obnoxiously loud. It's comparable to a lot of aftermarket pipes out there.

You can do the No Cut Gut with the pipes on the bike, however I recommend taking the pipes off the bike to do it. This helps eliminate the potential for dings and scratches on the bike and you can get the pipes up higher to work comfortably. Also have a good flashlight so you can see down in the pipes while you're doing it.

### Time:

Approximately 2 hours

### Tools:

Flashlight

Hammer

Drill

¼" Drill Bit

1" Hole Saw (optional)

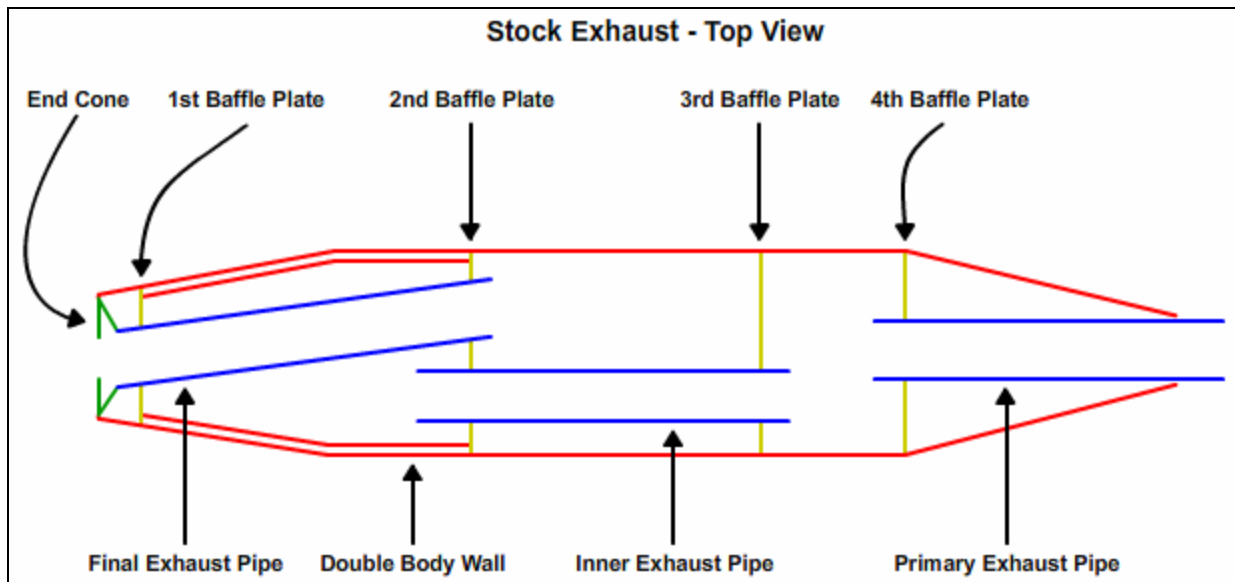
24" Drill Bit Extension (optional – see *Method 1 vs. Method 2*)

Standard Chisel

24" Long Chisel (can be made out of 1/2 inch round stock that's grinded down at one end)

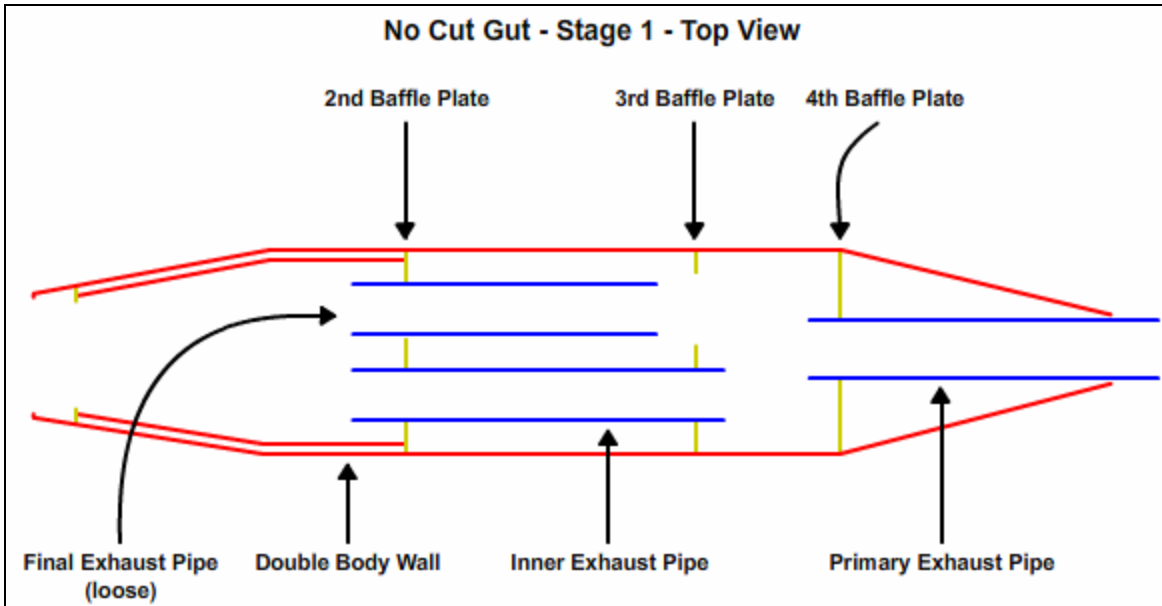
### Parts:

Two (2) Exhaust Reducing Adapters - 2" O.D. x 1 3/4" I.D. x 4" long.



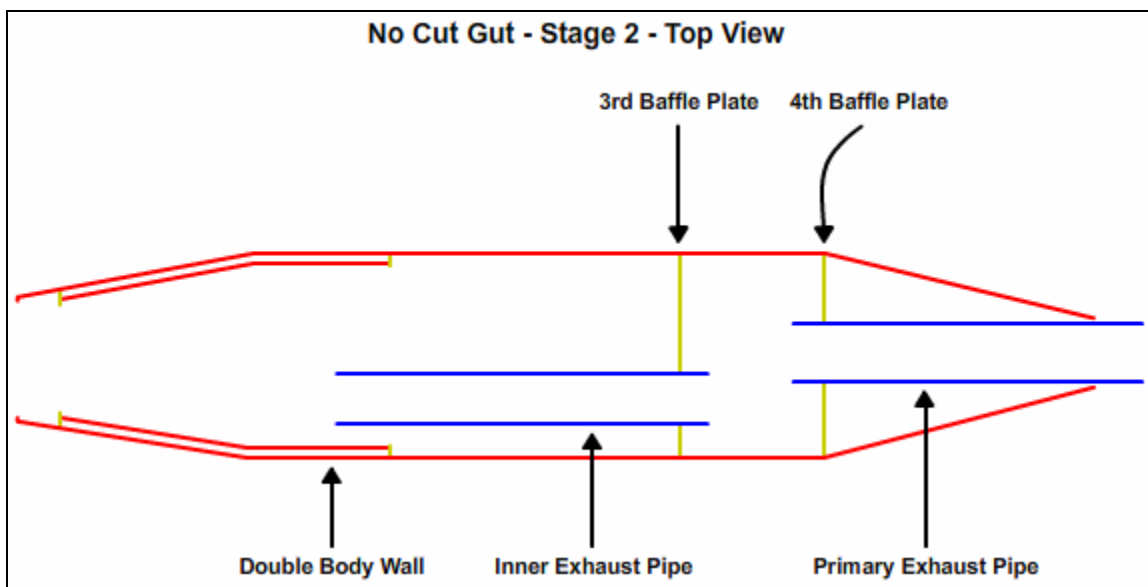
### Stage 1 - Remove Cone and 1st Baffle Plate

- Start by cutting out the end cone using the 1" hole saw. The black cone is only welded around the small exhaust pipe (final exhaust pipe). There are one or two spot welds you should see and that's all that holds the cone on. If you don't have a hole saw, you can use a Dremel tool with a cutoff wheel or the chisel to remove the welds. Once the cone is off, you should see the first baffle plate.
- Drill a bunch of holes around the outer edge of the baffle plate using the 1/4" drill bit.
- Use your standard chisel to finishing knocking out the plate.
- Wiggle the final exhaust pipe around until it breaks loose. It will drop down in the muffler, but you won't be able to pull it out until you remove the 2<sup>nd</sup> baffle plate.



### Remove 2nd Baffle Plate

- Use the longer chisel to knock out the second baffle plate along with the final exhaust pipe.
- Now you're left with the third baffle plate and the inner exhaust pipe.



### Remove 3rd Baffle Plate and Inner Exhaust Pipe

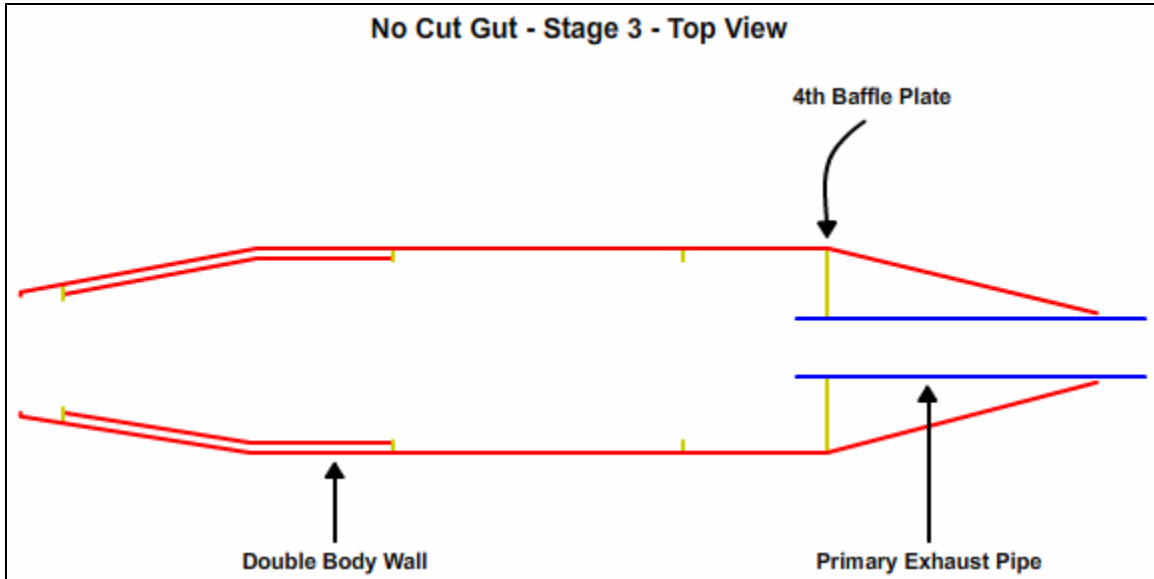
This can be removed two different ways and both take about the same amount of time. One thing to keep in mind is when you look down at the third baffle you will see how it steps up around the outer edge. Cut it below and inside this step.

#### Method 1

- You can buy an extension for your drill and drill a bunch of holes around this plate.
- Then use the 24" long chisel to knock out the baffle plate and the inner pipe.

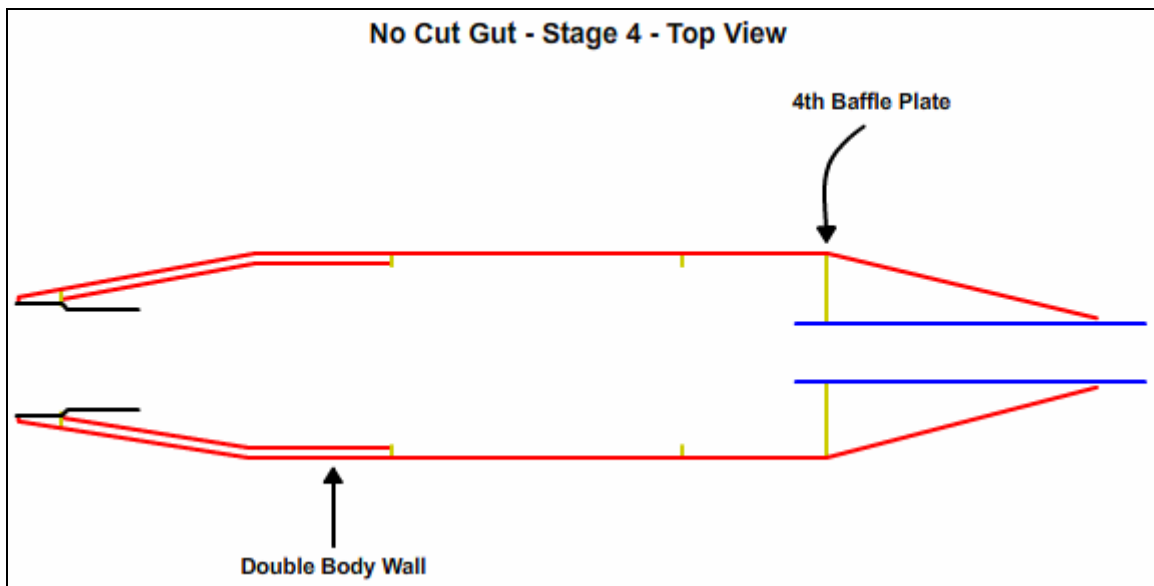
#### Method 2

- You can skip the drill and just use the chisel to knock out the baffle plate and inner pipe.



### Install Exhaust Adapters

- Once you get all the baffle plates and inner pipes out, get your two exhaust adapters you bought.
- Slide these into the end of your pipes, narrowest end first.
- You will have to drive them in with a hammer. Beat them in using a block of wood to avoid damaging the adapter and to help it slide in straight. Once wedged in, they will stay put without any screws.
- These will deepen the sound some more.



## **Rejet**

- Rejet settings for the No Cut Gut, GAK, and disabled AIS should be:
  - 2 shims per needle
  - 3.5 turns out on the PMS screws
  - 127.5 Mikuni main jets
- Rejet instructions can be found on the CC&D website "Performance Info" section under the HC link. It was written for the HyperCharger kit, but the same method applies. Just follow the settings listed above instead of what's in the HC doc.

## **Synchronize the Carbs**

- The final step to making sure you'll run smooth is to synchronize the carbs. This ensures the vacuum signals from both carbs are the same. There's instructions on how to make your own carb synch tool on the CC&D website "How To's" section.
- You can also buy your own carb synch tool (manometer) or take it to your mechanic to get it synched.

## **Finishing Touches**

You may want to mask off the outside (chrome) of your pipes and shoot some hi-temp black spray paint on the exhaust adapter and inside the pipe to clean it up some.

**\*\*\* And don't forget to visit the 650 CC&D Forum where there's lots of folks to help you out! \*\*\*\***