

Fitting a QD Ex-box exhaust to a 2012 Ducati Hypermotard 796.



Purchased my Ex-box from Houston Superbikes <http://houston superbikes.com/> and they were able to ship it direct from Italy to me.

On opening, the instructions were in Italian and Google translate didn't make it much clearer. Also the pictures in the instructions are a mystery to me – and mostly didn't match anything I could see on the bike. Anyway, with the confidence shown in me by Houston Superbikes we made it through(!) – so here goes my guide.

It goes without saying that if you follow my instructions and break your bike or new exhaust then I accept no liability for your foolishness!

Check what you need – and what you don't need!



I didn't need the black steel plates for the tail-tidy (see later) and the aluminium plate needed to fool the 'exhaust valve servo motor' in the ECU.

This actually fooled me for hours because my Ducati has no such servo fitted therefore this plate is completely surplus to requirements!

The Ex-box can go straight on the Ducati Hypermotard 796 without the need for any additional components regardless of what the instructions might suggest.

Disassemble the original exhaust



Undo manifold bolts – and keep studs/nuts for reassembly



Remove lambda sensors taking care not to damage the gauze. You will need to extend the underbelly sensor with the cable extender in the kit



Exhaust clamp removal left (you may wish to retain it to fit the Exbox), and removal of the rear exhaust mounting bolt.



Remove the brake pedal with one bolt (the pin on the left just slips out of the rubber boot) – this allows access to the old exhaust mount. Keep all bolts!



You will need a strong 8mm hex-key to undo the foot-rest assembly bolts. BEWARE!! The kick-stand is attached to the front bolt on this side so always undo these bolts with the bike on a paddock stand or leant on something! I suggest you do one side at a time.

This supplied metal plate gets sandwiched between the chassis and the rear foot rest assembly to form the mounting for the new exhaust. The plate has the circular hole (A) to the front of the bike aligned with the foot-rest assembly front bolt, the oval hole (B) aligned with the rear and the 'droop' pointing downwards with the mounting hole (C). On the kick stand side you may choose to remove washers/spacers as appropriate.





With the metal plates in position you see the 'droop' mounting hole –kick-stand side (pic1) and on the brake side (pic2) – both circled for clarity

Note – you will almost certainly need to use old parts of the old exhaust mount as spacers for the new plate (pic3)



Fitting the Ex-Box



Fit the front and rear manifold pipes re-using the old studs and nuts, watching carefully to align the manifold plate and exhaust spring clips. Do not tighten yet. The Ex-box 'box' can then be lifted and lightly bolted into place using the supplied bolts and nuts, connecting the rear pipe as you go. Identify each of the interconnecting pipes and then 'wrestle' them into position keeping all bolts loose until things are connected. I used a small amount of exhaust sealant on each joint. Connecting everything was not easy and you may be advised to keep a small block of wood/hammer or rubber hammer nearby to 'adjust' things!



Tighten everything up when you are happy it's in place and the new pipes do not touch the chassis or underbelly of the engine casing.

Refit the lambda sensors, the underbelly one (left) will need its extension cable re-routing and the addition of a cable-tie or two.

Underneath the stray end of the old assembly (now being used as a spacer) made a handy cable securing point!

Connect all the supplied springs to the clips on the exhaust components and manifold plates to 'pull it all together'

The Tailtidy



The disassembly of the tail is easily done – just ensure to unplug the registration plate light and snip off the connector to use with an aftermarket LED version.

I bought a genuine Ducati indicator bar to mount high under the seat – it's catalogued as a 'headlight mount' – but it's for the indicators. Top-left pic shows it with the old exhaust but the mounting bolts are self-explanatory and remain in the new set-up. There is no re-wiring required for the indicators (I used the original bulb style ones), just a re-route of cables.



The registration plate was mounted by drilling a hole through the rear-light mounting plate (top right) and the bolting through an aftermarket 'miniature' reg-plate mount. I used a reg-plate white LED 'bolt' to mount the plate – hence a neat mounting and illumination solution. I finished off with 19mm tube plugs in the

Some after thoughts

- Getting the exhaust on was not straightforward and you need good, solid tools to do the job – and I suggest a friends help - for safety and moral support!
- Be careful tightening the manifold bolts as the manifold plates are not as strong as the originals and can distort.
- A little touch of copper grease on new studs is advised. The originals had rusted quite badly considering the age of the bike.
- I noted on my exhaust that the bottom exhaust outlet was blocked – I am gonna guess this is intentional!
- QD recommend re-checking the tightness of bolts after 100km.