



Brock's Performance Products • 4064 East Patterson Road • Dayton, OH 45430 • Phone: 937-912-0054 • Fax: 937-912-0062

Installation Instructions for the 2009 GSX-R1000 Alien Head Exhaust System

CHECK PACKAGE CONTENTS

1. Four (4) Header Mount Flanges
2. One (1) Left Side Header (Cylinders 1 & 2)
3. One (1) Right Side Header (Cylinders 3 & 4)
4. One (1) Collector
5. One (1) Alien Head Megaphone
6. One (1) Package Containing Springs, Spring Puller, Bracket and Hardware
7. One (1) Black Rubber Cap (Not Shown)
8. One (1) Instruction Package



If any parts are missing, contact Brock's Performance Products.

**Brock's Performance Alien Head
system shown**

PRE-ASSEMBLE HEADERS AND COLLECTOR TO ENSURE PROBER FIT BETWEEN ALL PARTS

Brock's Performance carefully inspects each system prior to shipping, we recommend that you test fit your system prior to installation. Apply WD-40 to the joints to ease assembly, adjustment, and/or disassembly.



REMOVE BODYWORK

Remove body work by removing fasteners. Start with all of the Allen Head bolts, then the plastic fasteners on the front and bottom of bike (behind the front tire). The bodywork is held on by a couple of rubber grommets so the body work may not "fall off" like previous years. Start at the bottom and work your way up. After the bottom is loose, you may need to lift up on the bottom almost like a "wing" to remove the top. Be very careful not to break any tabs off while doing this. Once either side is off continue in the same fashion to the other side. There is no need to take off the guard for the oil cooler, it will stay in place.

REMOVE THE MUFFLERS

When removing the mufflers always start at the fastener closest to the front of the bike. The clamp bolt only needs to be loosened not removed. Move up the muffler to the passenger peg bolt that secures the back of the muffler. Completely remove the bolt holding the muffler bracket but be careful not to let the muffler drop on the ground when doing this. You may need to apply a little twisting force when removing the muffler. Then proceed to the other side of the bike and repeat these last steps.

REMOVE THE CATALYTIC CONVERTER

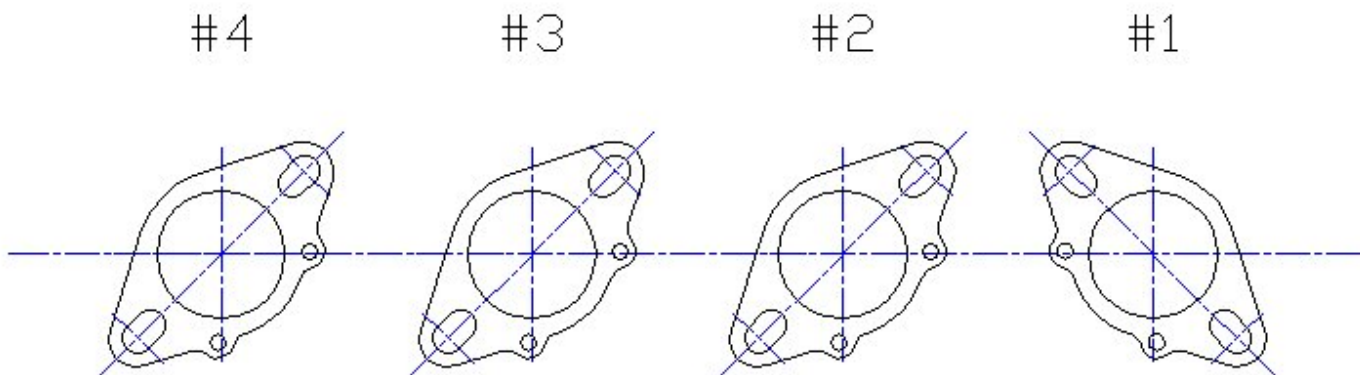
As you move forward from where the mufflers were connected to the front part of the exhaust system you will notice there is a flat black object that looks like a box...that is the catalytic converter ("Cat"). Locate the stock O₂ sensor which is on the right side of the bike. Follow the wires out of the cat to the stock wiring harness and unplug the sensor. See your Power Commander instructions for the O₂ eliminator also. Loosen the front clamp of the cat from the head pipes. Again, do not remove the bolt only loosen. Remove the three (3) bolts securing the cat, but be careful not to drop the cat on the ground when doing so. Remove the cat. Remove the bracket that supports the cat at the rear, it is not needed.

REMOVE THE HEAD PIPES

Start by removing the cables from the exhaust control valve, located on the left side. Unscrew the bolts at the valve until you can gently pull them out and direct the cables around the wheel so you are able to "pop" out the ends out of the wheel. Let the cables hang on the ground. You will no longer need these. Remove the three (3) oil cooler mounting bolts and drop it forward and down out of the way, *do not remove the oil lines and be very careful to not damage the oil cooler or its fins*. Remove the lower radiator / oil cooler bracket, two (2) bolts in the bottom of the radiator and one (1) bolt to the engine bracket. You can gently push the radiator forward to make room for the removal of the headers. Remove all eight (8) of the Allen Head bolts holding the four primaries to the head. *Be careful not to hit the flanges of the pipes on the radiator*, some times a piece of cardboard will help in this area for protection of the radiator. Check to make sure the exhaust gaskets are still in the head, do not remove, you will reuse these.

INSTALL FLANGES

Now that everything is out of the way you can install the flanges that connect this system to the engine itself. Using the eight (8) Allen head bolts from the original flanges, attach the flanges with the larger flared side against the gaskets in the cylinder head and aligned as shown. Make sure flanges are flat to the gaskets and tighten flanges to 10-15 ft-lbs to promote a proper seal.



INSTALL HEAD PIPES

Apply a small amount of Permatex Ultra Copper to inside of the header pipes. Install the head pipes onto the flanges while making sure not to hit the radiator and oil cooler. After one side of the primaries is installed attach the two (2) springs to the tabs on the head pipes. Then repeat to the other side. Make sure the radiator as well as other hoses have clearance from the head pipes.

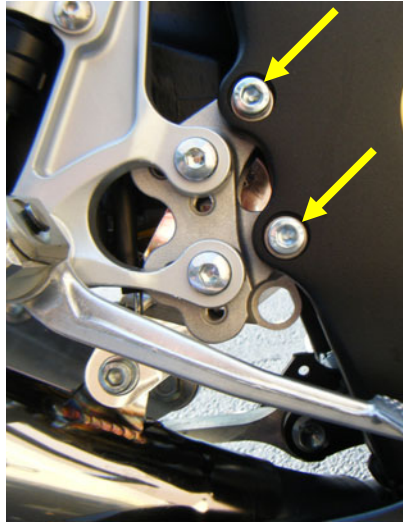


INSTALL COLLECTOR

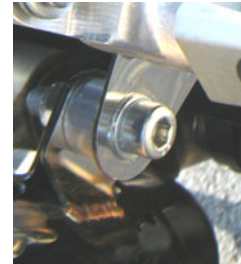
Install the collector to the head pipes with two (2) supplied springs. Once the springs are on, give the collector a good wiggle so it can seat against the head pipes.

INSTALL BRACKET AND MUFFLER

Remove the two (2) bolts securing the right foot peg to the frame and replace bolts with supplied longer bolts. From the inside, place the bracket over the bolts with shiny side facing out and install the supplied washers and locking nuts.



Install the Alien Head Muffler by using the supplied spacer, bolt, washers, nut, and springs. The tab on the Alien Head is behind the mounting bracket with the spacer between them. Re-check all fasteners of system to make sure everything is tightened properly.



CLEAN SYSTEM OF FINGER PRINTS

With any exhaust system you must clean all finger prints off before starting the motorcycle to insure there will not be finger prints "burned" into the pipe.

RE-INSTALL OIL COOLER AND BRACKET

Re-attach the lower radiator / oil cooler bracket, two (2) bolts in the bottom of the radiator and one (1) bolt to the engine bracket and tighten. Replace oil cooler and three (3) mounting bolts and tighten.

INSTALL BODYWORK AND CHECK CLEARANCE

Replace all bodywork and check clearance. *Bodywork must be at least 1/4 of an inch from any part of the exhaust system.* Brock's Performance does not warrant burned plastic.

ADDITIONAL

Review documents for air box and FI light modifications.
Install the appropriate 'BDE' Power Commander map for your application.



Brock's Performance Products are designed for Closed-Course Racetrack use ONLY

For more information go to www.BrocksPerformance.com, **click:** Installation Instructions
email: Advice@BrocksPerformance.com, or call the Tech Line: 937-912-0054

Brock's Performance Products policies and warranty information: www.BrocksPerformance.com, **click: Policies**

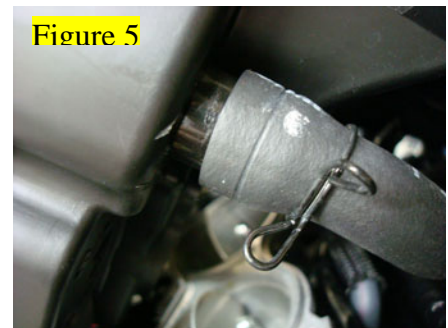
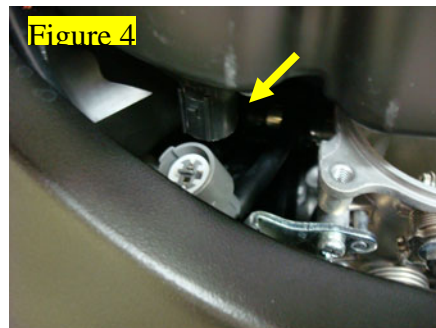
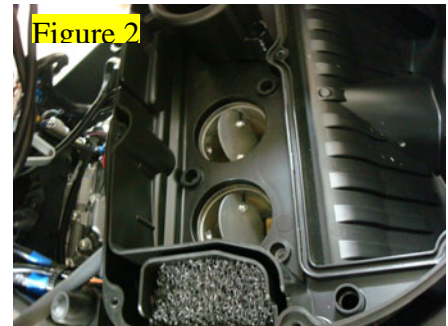
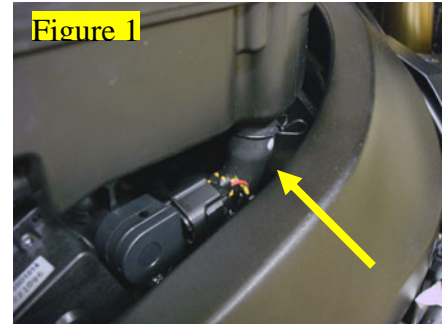


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Installation Instructions for 2009 GSXR 1000 PAIR Block-Off BPP-S1308-CAP

BPP-S1308-CAP is used to block off emissions (PAIR) to help prevent 'deceleration pop' and also prevents ram-air pressure loss from the airbox after blocking the PAIR. It will be necessary to lift the air box up to access the PAIR valve hose. Refer to a factory service manual for more detailed information.

1. Lift and prop gas tank.
2. PAIR valve hose location on air box. See figure 1.
3. Remove air box cover, air filter, and velocity stacks from inside air box. *Be very careful to not drop anything into the throttle bodies, debris can destroy your engine. Cover throttle bodies with clean rags.* See figure 2.
4. Remove hose and sensor from rear of air box. See figure 3.
5. Remove electrical connection from left side of air box. See figure 4.
6. Lift air box and remove PAIR valve hose from port. See figure 5.
7. Press the BPP-S1308-CAP partially into the hose. Wet cap a little with Windex and use a 3/8" drive extension to push in. See figure 6 & 7.
8. Push hose onto port of air box and secure with clamp. See figure 8.
9. Reinstall air box and components from steps 3 to 5.



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For more information go to www.BrocksPerformance.com, click: Installation Instructions

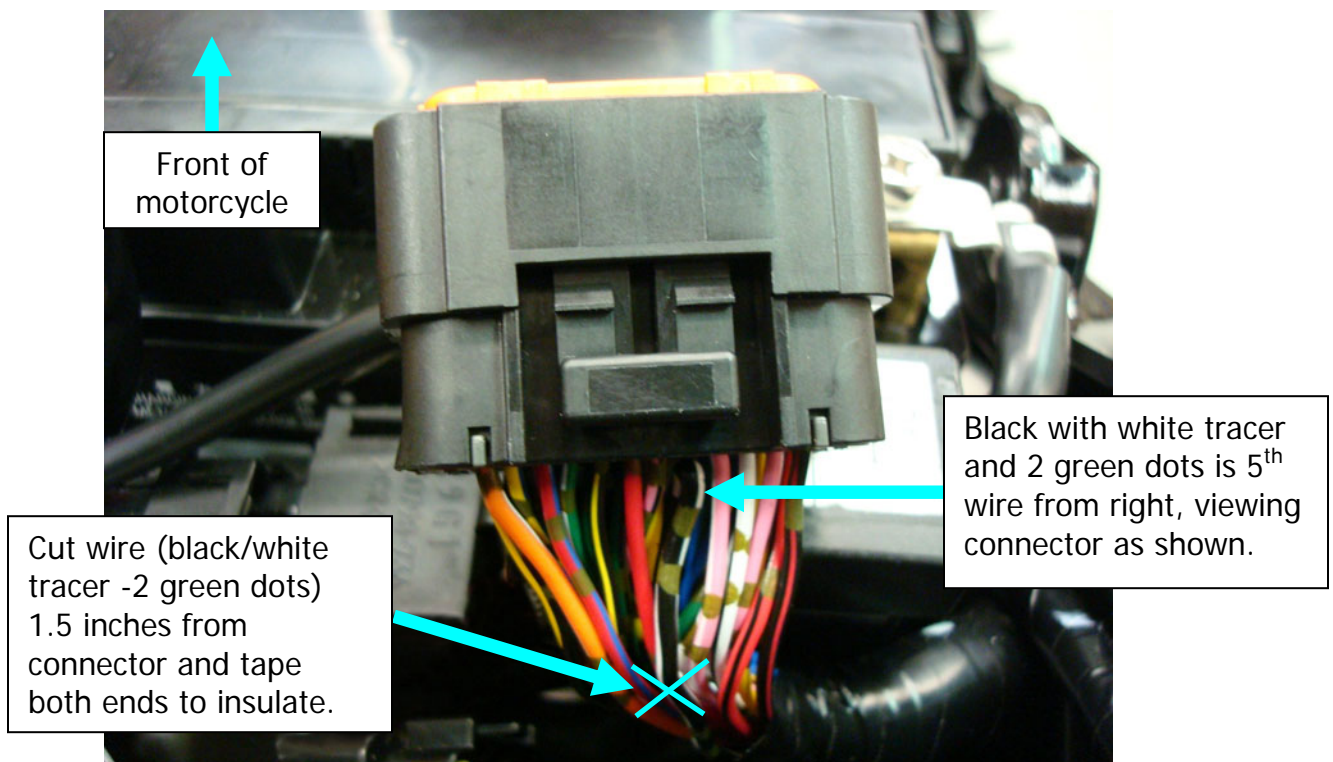
email: advice@BrocksPerformance.com or call the office at 937-912-0054

Brock's Performance Products policies and warranty information: www.BrocksPerformance.com, click: Policies

2009 Suzuki GSX-R1000: Check F.I. Light Disconnect Instructions

When installing any Brock's Performance Products Exhaust System on the 2009 GSX-R1000, the following procedure must be followed to prevent illumination of the check F.I. Light.

1. Disconnect the cables from the factory exhaust control valve actuator (EXCVA) located beneath the main side fairing on the left side of the bike. DO NOT unplug the EXCVA electrical connectors from the wiring harness. Do not remove the EXCVA unit.
2. Remove the OEM exhaust system, exhaust control valve and cables.
3. Install your Brock's Performance exhaust system according to the supplied instructions.
4. Remove the black connector (right side) from the ECM, the lock tab is on the bottom side and needs depressed to remove.
5. Locate the black wire with white tracer (with two green dots) on the black ECM connector. Viewing bottom of connector (side with lock tab), is 5th wire from right side. See photo below.
6. Cut the wire approximately 1.5 inches back from the coupler and insulate both ends with electrical tape.



The motorcycle may now be operated in normal fashion without the check F.I. light illuminated.

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For more information go to www.BrocksPerformance.com, click: **Installation Instructions**

Email: advice@BrocksPerformance.com or call the **Tech Line 937-912-0054**

Brock's Performance Products policies and warranty information: www.BrocksPerformance.com, click: **Policies**