



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

Installation Instructions for the BMW S1000RR Alien Head and Short Meg Full Exhaust System

CHECK PACKAGE CONTENTS

1. Four (4) Header Mount Flanges (Installed in Headers)
2. One (1) Left Side Header (Cylinders 1 & 2)
3. One (1) Right Side Header (Cylinders 3 & 4)
4. One (1) Collector (Y-Pipe)
5. One (1) Alien Head or Short Meg Muffler
6. One (1) Package Containing Springs, Spring Puller, Bracket and Hardware
7. One (1) Instruction Package



Brock's Performance Alien Head

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

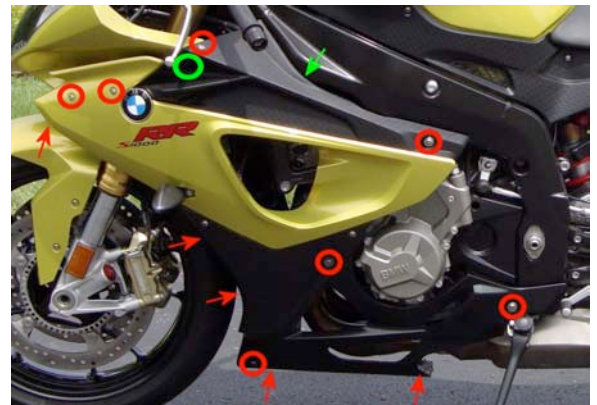
PRE-ASSEMBLE HEADERS AND COLLECTOR TO ENSURE PROPER FIT BETWEEN ALL PARTS

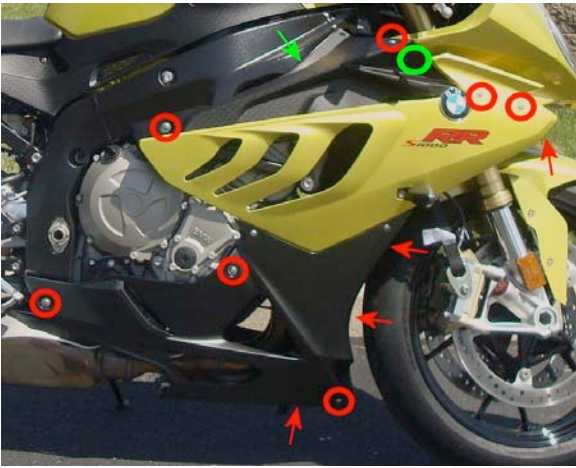
Brock's Performance carefully inspects each system prior to shipping, we recommend that you test fit your system prior to installation. Apply WD-40 to the joints to ease assembly, adjustment, and/or disassembly.



REMOVE BODYWORK

Consult a factory service manual for additional information. To remove the left lower fairing, remove the five (5) mounting bolts from the inside and bottom of the lower fairing pointed at by the red arrows. Remove the seven (7) mounting bolts from the outside of the lower fairing in the red circles. Remove the one (1) plastic fastener in the green circle by unscrewing the center pin then pulling the fastener out. Pull out on the fairing to detach from the push pin pointed at by the green arrow. Pull the fairing out just far enough to access the turn signal wire located on the top of the radiator mount and unplug. The left lower fairing can now be removed.





To remove the right lower fairing, remove the four (4) mounting bolts from the inside and bottom of the lower fairing pointed at by the red arrows. Remove the seven (7) mounting bolts from the outside of the lower fairing in the red circles. Remove the one (1) plastic fastener in the green circle by unscrewing the center pin then pulling the fastener out. Pull out on the fairing to detach from the push pin pointed at by the green arrow. Pull the fairing out just far enough to access the turn signal wire located on the top of the radiator mount and unplug. The right lower fairing can now be removed.

To remove the seat, loosen the two (2) mounting screws under the rear edge of the seat pointed at by the red arrows. Pull the edge of the seat foam forward to expose the screws. Lift the rear of the seat to clear the tail and slide the seat rearward to remove.



To remove the fuel tank trim, remove the seven (7) mounting bolts from the upper tank cover and lift off. Remove the three (3) mounting bolts from each side trim panel. The side trim panel slides forward to remove. The red circles show the mounting bolts that need to be removed.



REMOVE THE MUFFLER

Loosen the clamp bolt for the muffler, only needs to be loosened not removed. Remove the mounting bolt to the foot control bracket. Apply a slight twisting force while pulling on the muffler to slide it from the catalytic converter. Slide the heat shield from the catalytic converter.

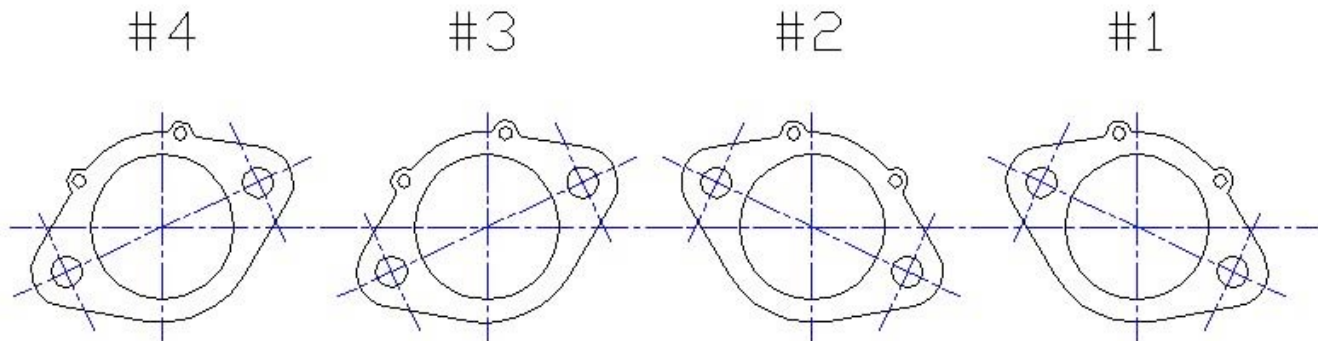
REMOVE THE HEAD PIPES / CATALYTIC CONVERTER

The headers and catalytic converter is one (1) piece on the S 1000 RR. Disconnect the O₂ sensor cables, the connectors are on the left and right sides of the cylinder head. Remove the cable from the front exhaust valve servo motor, located on the left side above the radiator. Pull the cable out of the clip and remove the end from the pulley, the servo motors must remain installed and plugged in. To remove the cables for the rear exhaust valve servo motor, remove the seat, left and right side fuel tank trim panels. The servo motor is located above the shock absorber and the cables can be reached from the sides, pull the cables from the clips and remove the ends from the pulley. *The exhaust valve servo motors cannot be removed or unplugged, this would create an error code in the ECU.* Remove the radiator / oil cooler mounting bracket. Remove the "E" clips and washers from the bottom of the radiator and bottom of the oil cooler. Remove the bolt securing the bracket to the crankcase. Remove the two (2) bolts securing the oil cooler to the radiator, *do not remove the oil lines and be very careful to not damage the oil cooler or its fins.* You can gently push the radiator forward to make

room for the removal of the headers. Remove all eight (8) of the mounting nuts holding the four primaries to the head. Remove the two (2) bolts mounting the catalytic converter to the frame and the four (4) bolts securing the brackets to the catalytic converter. Drop the catalytic converter down to clear the frame, move the system forward to disengage the primary pipes from the cylinder head and remove from the bike. *Be careful not to hit the flanges of the pipes on the radiator or oil cooler, place a piece of cardboard over the radiator and oil cooler to protect them.* Check to make sure the exhaust gaskets are still in the head, do not remove, you will reuse these.

INSTALL FLANGES

Remove the flanges from the headers. Using the eight (8) 12-point nuts 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

If you are not using a Power Commander, remove the stock O₂ sensors from the stock headers, apply anti-seize to the threads, install in the bungs of the primary header pipes, and tighten. If you are using a Power Commander, apply anti-seize to the threads of the supplied plugs, insert with the supplied copper gaskets into the bungs, and tighten. 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 one (1) spring to each of the tabs on the header pipes. Then repeat to the other side. Make sure the radiator as well as other hoses have clearance from the head pipes. If using the stock O₂ sensors, reconnect the cables. If not using stock O₂ sensors, leave the sensors disconnected.



Install the collector to the head pipes with the two (2) supplied springs. Once the springs are on, move the collector in a side to side and up and down motion to fully seat the collector and the header pipes.

INSTALL BRACKET AND MUFFLER

Slip the muffler onto the collector pipe and secure with a spring. Fasten to the stock bracket using the supplied bolt, washers, and nut with the stock outer billet washer. Install the supplied large washer between the stock mount and muffler bracket as shown. Re-check all fasteners of system to make sure everything is tightened properly.



RE-INSTALL RADIATOR / OIL COOLER BRACKET

Re-attach the radiator / oil cooler bracket, two (2) "E" clips and washers in the bottom of the radiator and oil cooler. Insert one (1) bolt to the crankcase to fasten bracket and tighten.

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. Carefully use alcohol, brake clean, etc. to clean the system.

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

Follow the PAIR Block Off Instructions supplied with your purchase and perform the modification. These instructions can also be found here: www.brockspower.com/Instructions/S1000RR/994471.pdf

Install the appropriate Power Commander map for your application: BrocksPerformance.com > Map Support



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E-mail advice@BrocksPerformance.com or call the Order Line 937-912-0054.