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

GSX-R1000 (09-16) FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Suzuki GSX-R1000 is a high-performance 4-2-1 full exhaust system that replaces the OEM muffler, catalytic converter, and head pipes.

Check Package Contents:

The Package Contents Include:

1. Four (4) Mounting Flanges
2. One (1) Right Head Pipe
3. One (1) Left Head Pipe
4. One (1) Collector
5. One (1) Muffler
6. One (1) Package Containing Hardware
7. One (1) Package Containing Instructions

If your package contents differ, please contact Brock's Performance at 937-912-0054.

For additional installation support please refer to the OEM service manual.

Instructions:

Step 1: Pre-Assemble Head Pipes, Collector, and muffler:

Before installing the performance exhaust system, preassemble all components to check fitment. A slight ovaling of the exhaust tubing can occur during production; this is normal. Apply WD-40® to the pipe joints to ease assembly, adjustment, and disassembly.

Step 2: Remove Bodywork

Remove one (1) plastic fastener under the oil cooler connecting the side fairings and two (2) plastic fasteners from the cross brace in front of the radiator. Remove five (5) mounting bolts from the left side fairing then swing fairing outwards to detach the push pins from their grommets. Separate the inner front panel from the side fairing by gently pulling them apart. Carefully lift the side fairing to separate it from the front fairing. Remove four (4) mounting bolts from the right-side fairing and remove it the same way as the left side. There is no need to take off the guard for the oil cooler, it will stay in place.

Step 3: Remove Mufflers

Loosen the clamp bolt for the left and right-side mufflers. While supporting the right muffler, remove the mounting bolt to the passenger peg. *Be careful not to let the muffler drop on the ground when removing the bolt.* Apply a slight twisting force while pulling rearward to remove the muffler. Repeat and remove the left side muffler.

Step 4: Remove Catalytic Converter (CAT)

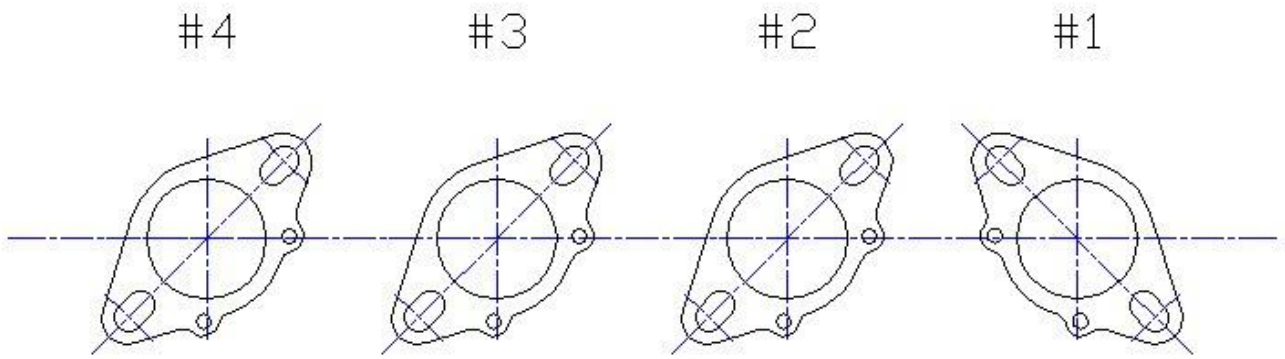
Locate the OEM oxygen sensor. Follow the wires out of the CAT to the stock wiring harness and unplug the sensor. Remove the oxygen sensor from the CAT. Loosen the front clamp of the CAT from the OEM head pipes. Remove the three (3) bolts securing the CAT to the frame and remove. Remove the bracket that supports the CAT at the rear as it is no longer needed. **Note:** See Power Commander instructions on how to install the oxygen sensor eliminator plug.

Step 5: Remove OEM Head Pipes

Remove the cables from the exhaust control valve servo motor (left-hand side of the bike). Loosen the adjustment screws at the valve on the OEM head pipes until the cable ends from the servo motor pulley can be removed. Remove the cables from the bracket, they will not be needed. Remove three (3) oil cooler mounting bolts and move it forward and down out of the way, *do not remove the oil lines and be very careful not to 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. Gently push the radiator forward to make room for the removal of the OEM head pipes. Remove eight (8) bolts holding four primaries to the head. *Be careful not to hit the flanges of the head pipes on the radiator, place a piece of cardboard over the radiator to protect it*. Check to make sure the exhaust gaskets are still in the head, do not remove, these will be reused (Replace the gaskets if there are any signs of damage).

Step 6: Install Flanges

Using the eight (8) bolts from the OEM flanges, attach the supplied flanges with the larger flared side against the gaskets in the cylinder head and aligned as shown. Make sure the flanges are flat to the gaskets and tighten hand tight.



Step 7: Install Head Pipes

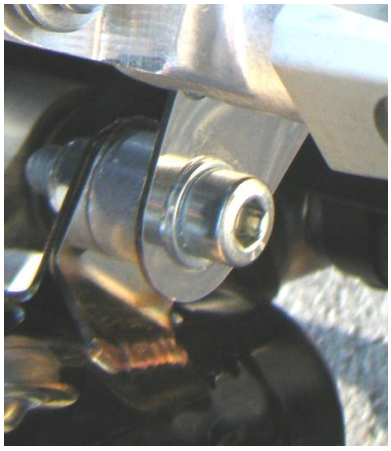
Apply a thin layer of Ultra Copper to the inside of each head pipe up to ½" (12.7 mm) deep. Install the head pipes onto the flanges. After the head pipes are installed, attach one (1) spring to each tab on the head pipe. Check that the radiator, as well as other hoses, have clearance from the head pipes.

Step 8: Install Collector

Install the collector to the head pipes and secure with two (2) 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 head pipes.

Step 9: Install Muffler and Bracket

Remove two (2) bolts securing the right footpeg to the frame and replace bolts with supplied longer bolts. It is easiest to replace the bolts one (1) at a time. From the inside, place the bracket over the bolts with the shiny side facing out and install the supplied washers and locking nuts. Slip the muffler onto the collector and secure it with one (1) spring. Secure the muffler to the bracket using the supplied spacer, bolt, washers, and nut. The tab on the muffler will be located behind the mounting bracket with the spacer in-between them. Torque the eight (8) flange nuts from step 6 to 15 lb-ft (20 N·m) or just until the flanges begin to bend.



Note: If the bike is equipped with a fuel tuned ECU or Dynojet PCV, removal of the OEM oxygen sensor is required for optimum performance. Block off plugs are included.

Step 10: Block Off the PAIR System

Block off PAIR valve. Follow supplemental PAIR instructions. (PAIR Block Plates are available for this model)

Step 11: Prevent Check Engine Light Illumination

Follow supplemental instructions to prevent the Check Engine Light from illuminating. Alternatively, install the supplied 'servo plate' to prevent the Check Engine Light.

Step 12: Clean Exhaust System

Wipe down the entire exhaust system with rubbing alcohol to remove oil and fingerprints before starting the bike. This will help prevent tarnishing of the finish after the bike has been started and the exhaust has heated up.

Step 13: Reinstall Oil Cooler, Bracket, and Bodywork

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. Install the oil cooler and secure with three (3) mounting bolts. Install all bodywork and check clearance.

Warranty Info: The PAIR system must be blocked off in order to prevent premature exhaust failure. Please refer to the PAIR Block Off Cap instructions. They can be found at blog.brocksperformance.com/instructions

DO NOT START BIKE UNTIL A MINIMUM OF A ¼-INCH (6 MM) CLEARANCE IS OBSERVED BETWEEN THE EXHAUST COMPONENTS AND ALL BODYWORK/PARTS.

- Failure to ensure proper clearance may result in burned plastic. Brock's Performance exhaust systems are designed to provide appropriate clearances. If minimum clearances are not obtained, remove the springs on the exhaust system and adjust until proper clearance is achieved.
- It is recommended that the entire exhaust system is wiped down with **rubbing alcohol** to remove oil and fingerprints before starting the bike. This will help prevent tarnishing of the finish after the bike has been started and the exhaust has heated up.
- **Fender eliminator kits are recommended on some models; see BrocksPerformance.com for more details.**

Congratulations! Installation is complete.

ALL BROCK'S PERFORMANCE PRODUCTS ARE DESIGNED FOR CLOSED-COURSE RACETRACK USE ONLY!

For more information on Brock's Performance Warranty and Terms and Conditions:
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For Questions and Comments:
BrocksPerformance.com > Brock's Support > Customer Service > Contact us or call 937-912-0054