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

GSX-R1000 (07-08) 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 mufflers, 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) Elbow Pipe
6. One (1) Muffler
7. One (1) Package Containing Hardware
8. 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 body work by removing the 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 up. After the bottom is loose, 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.

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)

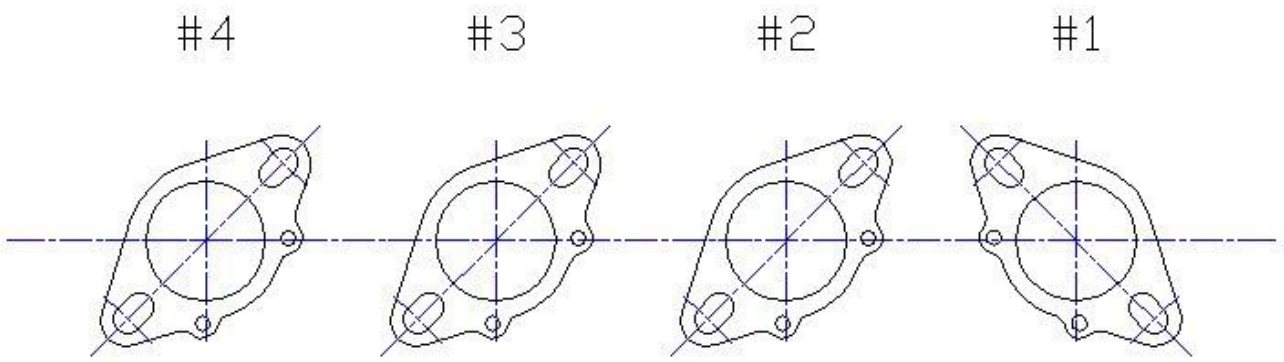
Unplug the OEM oxygen sensor from the connection on the left side of the oil pan. Loosen the front of the CAT from the head pipes, only loosen (do not remove) the bolt. Remove the mounting bolt behind the connection of the right muffler and the CAT, but be careful not to drop the CAT on the ground when doing so. Remove the CAT.

Step 5: Remove OEM Head Pipes

Start by removing the cables from the exhaust control valve. Unscrew the bolts at the valve until you can gently pull them out and direct the cables around the wheel to be able to "pop" out the ends out of the wheel. Let the cables hang on the ground. The cable will no longer be required. Remove the bolt from the lower radiator and oil cooler mounting bracket to make room for the removal of the head pipes. Remove all eight (8) bolts holding the four primaries to the head. Be careful not to hit the flanges of the pipes on the radiator, 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, these will be reused (Inspect for damage and replace as needed).

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 and Elbow Pipe

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. Install the elbow pipe and secure with two (2) springs.

Step 9: Install Muffler and Bracket

Remove two (2) bolts securing the right foot peg to the frame and replace bolts with supplied longer bolts. It is easiest to replace them 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 elbow pipw and secure with one (1) spring. Secure the muffler to the bracket using the supplied bolt, washers, and nut. Torque the eight (8) flange nuts from step 6 to 10-15 lb-ft (13.5 – 20 N·m).

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 for illuminating.

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 Bodywork

Install all bodywork in the reverse order of removal and check clearance.

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.**

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

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