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Suzuki GSX-R1000 (17-27) Predator Full Exhaust System Installation Instructions

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

Check Package Contents:

The Package Contents Include:

1. One (1) Predator Muffler
2. Four (4) Head Pipes
3. Three (3) Collectors
4. One (1) Intermediate Pipe
5. One (1) Oxygen Sensor Extension
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.

Exhaust Removal:

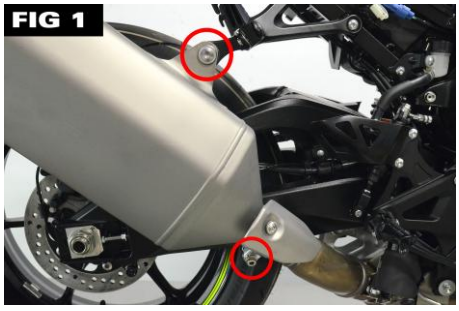
1. Support bike using a wheel stand or lift.

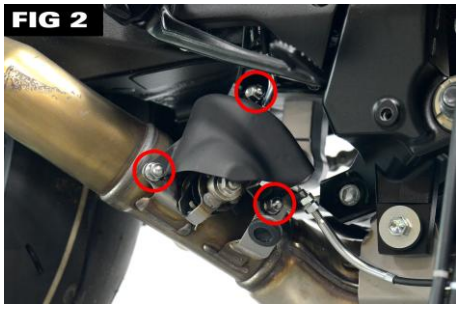
Note: *For steps 2 through 6 refer to OEM service manual.*

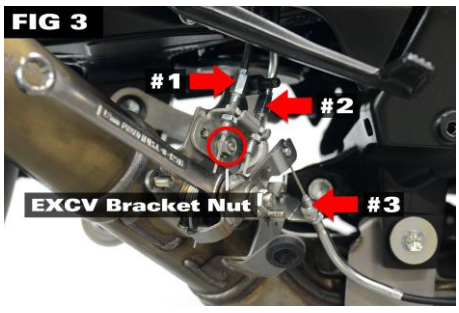
2. Remove left and right side frame front covers.
3. Remove driver and passenger seats.
4. Remove under center cowling.
5. Remove left and right side fairings.
6. Remove outer rear fender section.
7. Loosen clamp securing muffler to OEM front section. (Fig 1)
8. Remove bolt and nut securing OEM muffler to rear footpeg. (Fig 1)
9. Remove OEM muffler.
10. Remove three (3) acorn nuts securing the EXCV cover and remove EXCV cover. (Fig 2)
11. Loosen jam nuts for EXCV cables #1 and #2. (Fig 3)
12. While using a wrench to hold the EXCV shaft, remove EXCV cables #1 and #2. (Fig 3)

Caution: *Do not rotate EXCVA pulley during removal (damage may occur).*

13. Remove EXCV bracket nut and remove bracket. (Fig 3)
14. Remove EXCV cables #1 and #2 from the plastic clip located on the inside of the right side rearset. (Fig 4)
15. Remove EXCV cable retaining clip and remove EXCV cables #1 and #2 from EXCVA pulley. (Fig 5)
16. Remove EXCVA pulley bolt and remove EXCVA pulley. (Fig 5)
17. Remove bolt securing EXCV cable #3 to oil pan. (Fig 6)
18. Disconnect oxygen sensor and remove. (Fig 7)



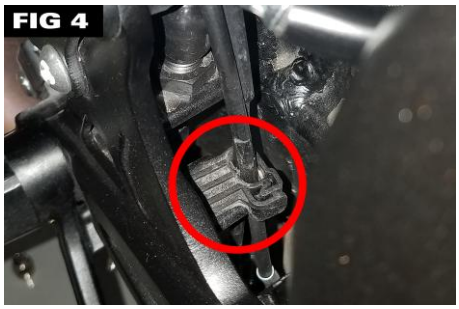




19. Remove bolt securing L-bracket to the oil cooler, loosen bolt securing L-bracket to the engine block. (Fig 8)
20. Remove eight (8) head bolts. (Fig 9)

Note: *Place cardboard around radiator to prevent damage to aluminum fins during removal.*

21. Support OEM front section and remove bolt securing to chassis. (Fig 6)
22. Remove OEM front section from the left side of the bike.



Exhaust Installation:

Note: *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. See pages 3 and 4 for assembly diagram.*

23. Inspect OEM exhaust gaskets for any damage. Replace as needed.
24. Install mounting flanges and collars to the engine block and secure hand tight with eight (8) head bolts removed in step 20. (Fig 10)
25. Install head pipes 1, 2, 3, and 4 (see illustration on page 3).

Note: *Cylinder #1 is on the left side of the bike (relative to the riding position).*

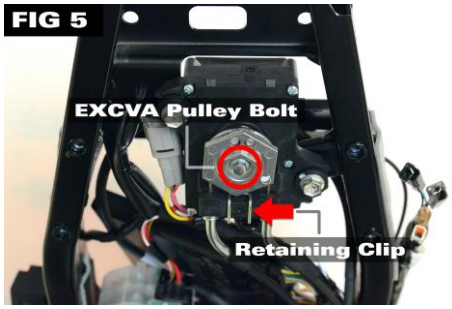
26. Install collectors A, B, and C per the detailed breakdown on pages three and four.
27. Install intermediate pipe.
28. Install muffler with bolt and nut removed in step 8 hand tight. (Fig 11)
29. Wiggle entire system to ensure pipes are fully seated.
30. Install intermediate pipe mounting bracket reusing the bolt from step 21, along with supplied bolt and nuts hand tight. (Fig 12)
31. Install one (1) spring to each head pipe to secure to mounting flange. (Fig 13)

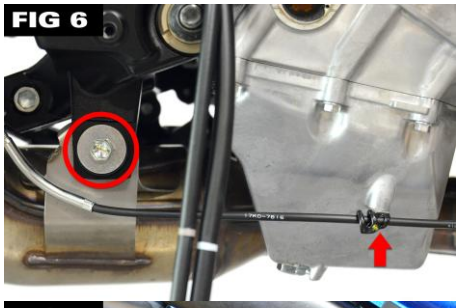
Note: *Install two (2) springs to each head pipe for high power applications.*

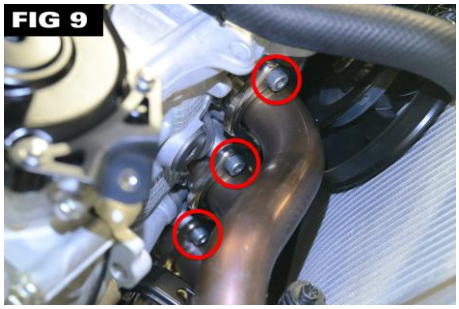
32. Install eight (8) springs to secure the collectors to the head pipes and intermediate pipe.
33. Install two (2) springs to secure the muffler to the intermediate pipe.
34. Torque eight head bolts to 17.0 lb.-ft (23 N·m).
35. Torque muffler mounting bolt and nut to 22.5 lb.-ft (30 N·m).
36. Torque intermediate pipe mounting bracket bolts to 17 lb.-ft (23 N·m).
37. Install bolt from step 19 to secure the L-bracket to the oil cooler. Torque L-bracket bolts to 7.5 lb.-ft (10 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.

38. Apply nickel-based anti-seize to oxygen sensor threads and adapter. Torque to 18.5 lb.-ft (25 N·m).
39. Install oxygen sensor extension harness and secure away from any moving parts. (Fig 14)
40. Install valve simulator and spacers as shown. Secure with EXCVA pulley bolt from step 16. Torque to 3.7 lb.-ft (5 N·m). (Fig 15)
41. Remove stickers from head pipes and collectors, wipe down entire exhaust system with rubbing alcohol.
42. Block off PAIR valve. Follow supplemental PAIR instructions. (PAIR Block Plates are available for this model)
43. Reinstall body panels and seats removed in steps 2 through 6.







1.
Primary One
2.
Primary Two
3.
Primary Three
4.
Primary Four
A.
Primary Collector One
(Bend followed by long straight)
C.
Secondary Collector
(with oxygen sensor bung)
D.
Intermediate Pipe
B.
Primary Collector Two
(Long straight followed by bend)

- *Insert primaries one and four into primary collector one.*
- *Insert primaries two and three into primary collector two.*
- *Insert secondary collector onto primary collectors one and two with the oxygen sensor bung oriented towards left side of bike.*
- *It will be necessary to make slight adjustments in orientation to achieve proper fitment.*

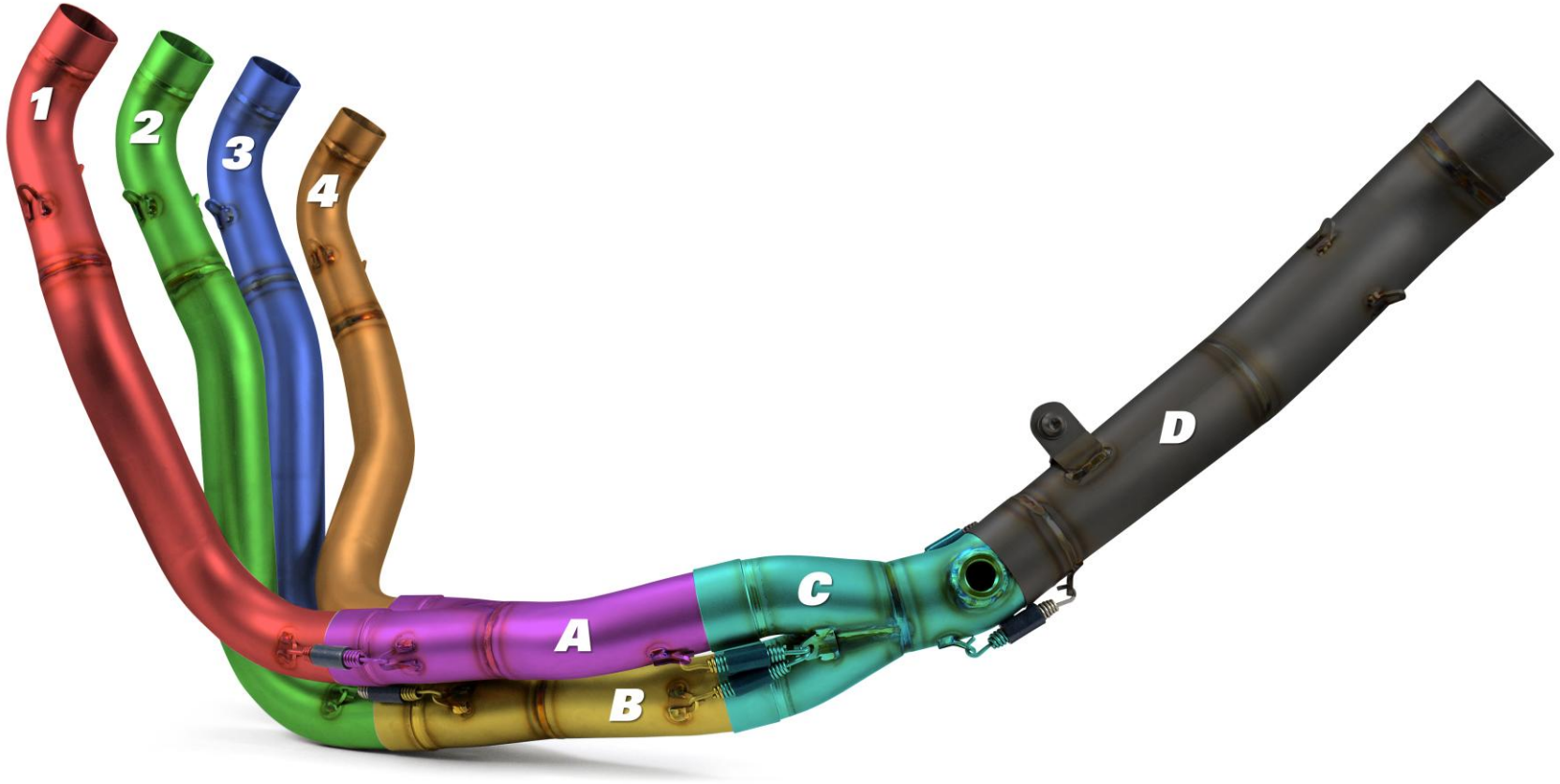


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FIG 10

FIG 11

FIG 12

FIG 13

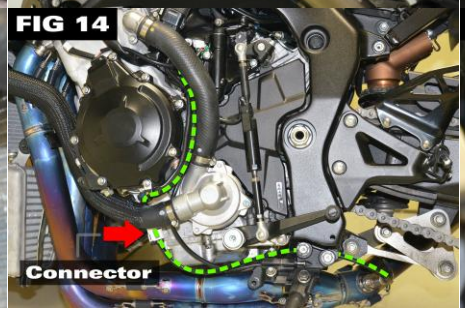

FIG 14

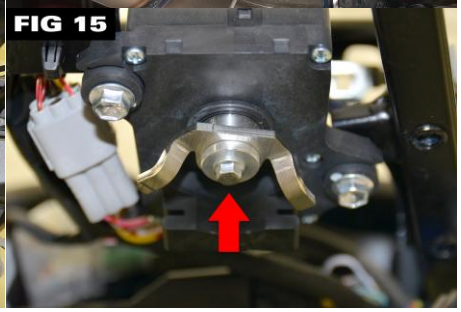
FIG 15

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!

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