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

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

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

Check Package Contents:

The Package Contents Include:

1. One (1) CT Series Muffler (May differ from image)
2. One (1) Left Head Pipe
3. One (1) Right Head Pipe
4. One (1) Collector
5. One (1) Intermediate Pipe (May differ from image)
6. One (1) Package Containing Hardware (Mounting Bracket, Flanges, Springs, etc.)
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:

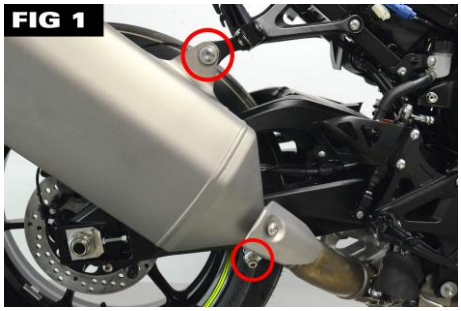
1. Support bike using a wheel stand or lift.

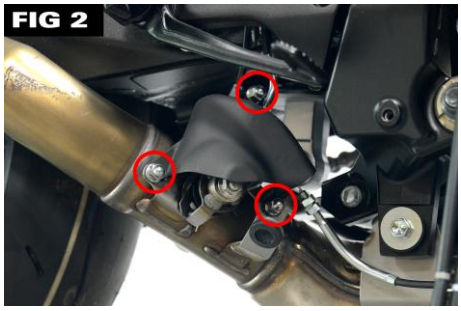
Note: *For steps 2 through 6 refer to OEM service manual.*

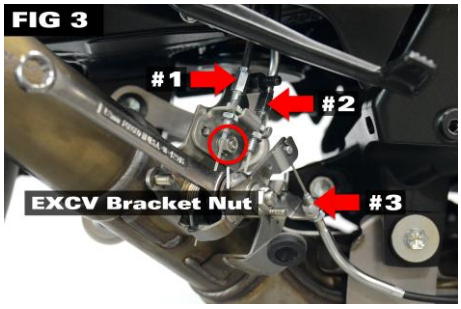
2. Remove left and right-side frame front covers.
3. Remove driver and passenger seats.
4. Remove under center cowling.
5. Remove left and right-side fairings.
6. Remove outer rear fender section.
7. Loosen clamp securing muffler to OEM front section. (Fig 1)
8. Remove bolt and nut securing OEM muffler 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.
23. **CT Meg:** Remove two (2) bolts securing right side rearset. (Fig 10)
    CT Single: Skip steps 23, 24, and 35.

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.*

24. **CT Meg:** Install muffler bracket behind right side rearset. Reinstall rearset and secure with two bolts from step 23 hand tight. (Fig 10)
25. Inspect OEM exhaust gaskets for any damage. Replace as needed.
26. Install mounting flanges to the engine block and secure hand tight with eight (8) head bolts removed in step 20. (Fig 11)

Note: *The flange lip goes towards the engine*

27. Install left and right head pipes, collector, elbow pipe, and muffler.
28. Wiggle entire system to ensure pipes are fully seated.
29. **CT Meg:** Secure muffler to muffler bracket using bolt, nut, and washers from hardware kit hand tight. (Fig 12)
    CT Single: Secure muffler to passenger footpeg using the OEM muffler mounting bolt and nut from step 8. (Fig 13)
30. Install one (1) spring to each head pipe (4 total) to secure to mounting flange. (Fig 14)

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

31. Install two (2) springs to secure collector to head pipes. (Fig 14)
32. Install two (2) springs to secure elbow pipe to collector. (Fig 14)
33. Install two (2) spring to secure muffler to elbow pipe. (Fig 14)
34. Torque eight head bolts to 17.0 lb.-ft (23 N·m).
35. **CT Meg:** Torque rearset bolts to 17.0 lb.-ft (23 N·m).
36. Torque muffler mounting bolt and nut to 18.0 lb.-ft (24 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).
38. Install valve simulator and bolt as shown. Torque to 3.7 lb.-ft (5 N·m). (Fig 15)
39. Wipe down entire exhaust system with rubbing alcohol.
40. Block off PAIR valve. Follow supplemental PAIR instructions. (PAIR Block Plates are available for this model)
41. Reinstall body panels and seats removed in steps 2 through 6.

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.

FIG 4

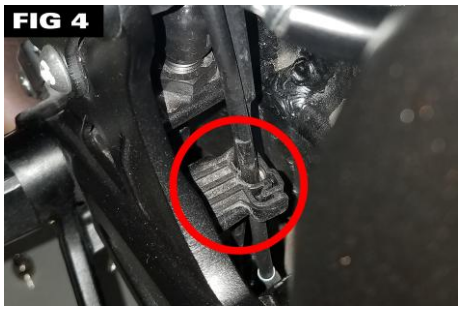


FIG 5

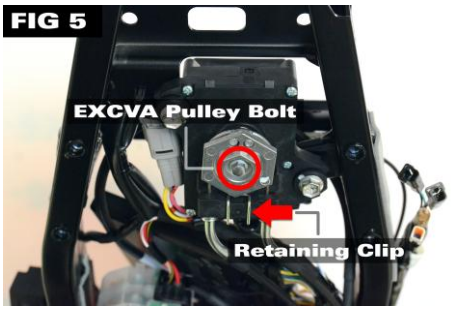


FIG 6

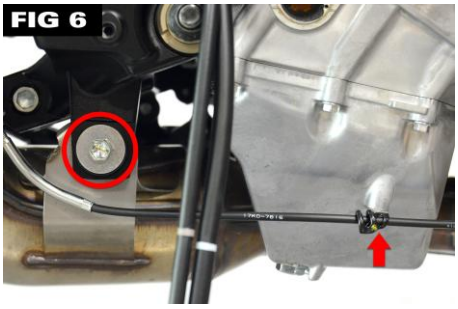
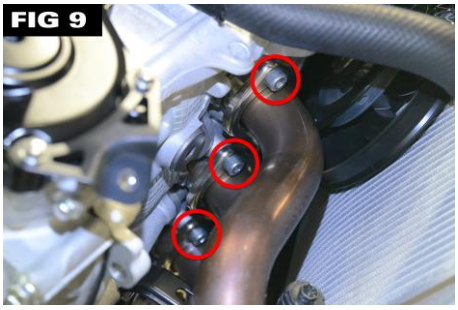
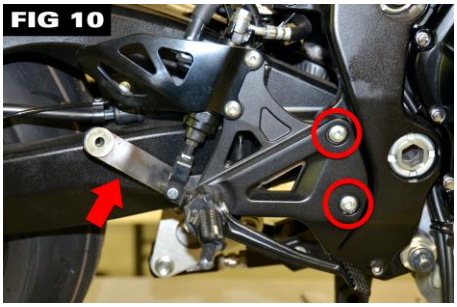


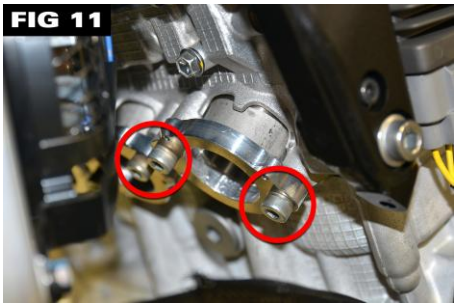
FIG 7

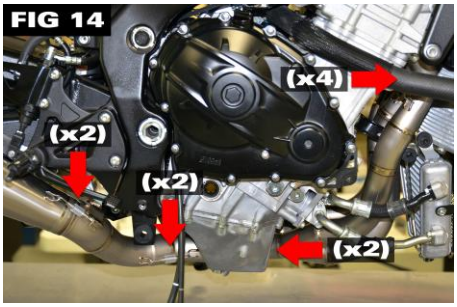
FIG 8

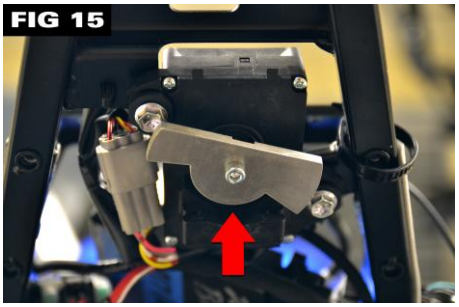
FIG 9











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

Muffler Break-in Procedure: After installing a new Brock's CT exhaust system on your motorcycle, it is important to break in the muffler properly before taking it for a ride. To do this, begin by letting the bike idle up to operating temperature. Once there, let it idle for an additional 5-10 minutes allowing the muffler to get hot. It is important not to race or rev the engine during this time, as it can cause the packing to shift. Once the bike has idled and the muffler is hot, turn it off and let the muffler cool completely (approximately one hour) before taking it out on a ride. Following this break-in procedure will help ensure that your exhaust system is working properly and safely. Happy riding.

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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