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

NINJA H2 (15-21) FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Kawasaki Ninja H2 is a 4-2-1 high-performance full exhaust system that replaces the OEM muffler, catalytic converter, and head pipes.

Check Package Contents:

The Package Contents Include (Fig 1):

1. One (1) Right Head Pipe
2. One (1) Left Head Pipe
3. One (1) Collector
4. One (1) Muffler (may differ from image)
5. One (1) Package Containing Hardware
6. Four (4) Exhaust Gaskets
7. One (1) Package Containing Instructions

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

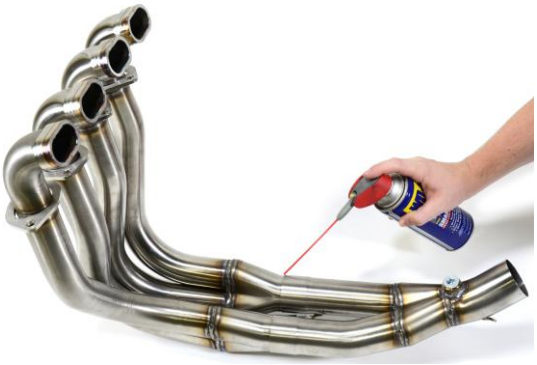
For additional installation support please refer to the OEM service manual.

FIG 1

Step 1: Pre-assemble head pipes and collector to ensure a proper fit:

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 (Fig 2).

FIG 2



Step 2: Remove the lower fairings:

Remove the (4x) bolts holding the left lower fairing in place (Fig 3). The right side has three (3x) bolts and washers that will be removed (Fig 4). The lowest forward bolt attaches to the fairing rod, carefully remove this bolt while holding onto the fairing and support rod.

Step 3: Remove the middle fairings:

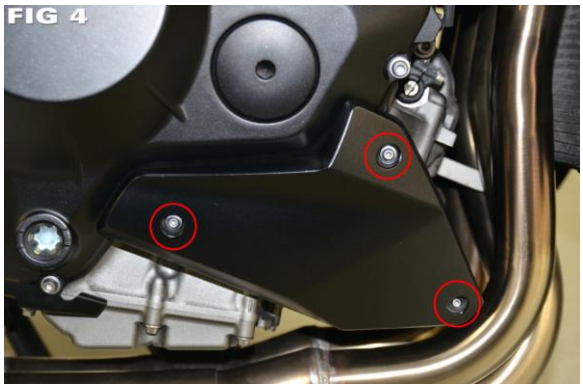
Both fairings require the removal of one quick rivet, which is located in the same spot on opposite sides (Fig 5). Remove the black M5 bolts (2x) and M5 bolts/washers (3x) on both sides (Fig 6). Remove the M5 bolt (1x), M5 bolt/washer and M6 bolt/washer on each side (Fig 7). On the left side of the bike, disconnect the regulator/rectifier plugs while removing the fairing. On the right side, disconnect the radiator overflow hose while removing the left side fairing.

Note: Place cardboard around the radiator and oil cooler to prevent damage to the aluminum fins during removal/installation.

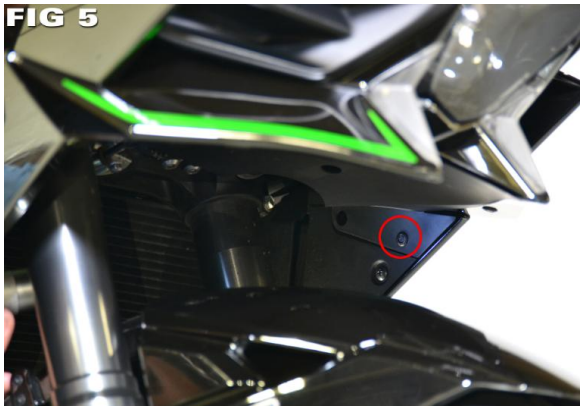
FIG 3

Step 4: Radiator removal: First, remove the radiator cap. Next, locate the drain bolt on the water pump (Fig 8) and remove this bolt to drain the coolant into a clean catch can/pan for reuse later, if desired. Locate the lower radiator bracket bolt and remove it. Remove the clamps from the left hand lower radiator hose and remove the hose from the radiator (Fig 9). Repeat the process on the right-hand side for the upper radiator hose. Also, remove the overflow hose from the radiator at the same time (Fig 10).

Locate the top two radiator mounting bolts and remove them on each side. As the radiator is removed (having assistance on this step will make it easier), unplug both fans and unbolt the top plastic radiator cover from the radiator (Fig 11). Continue to lower the radiator and carefully remove it from the bike.

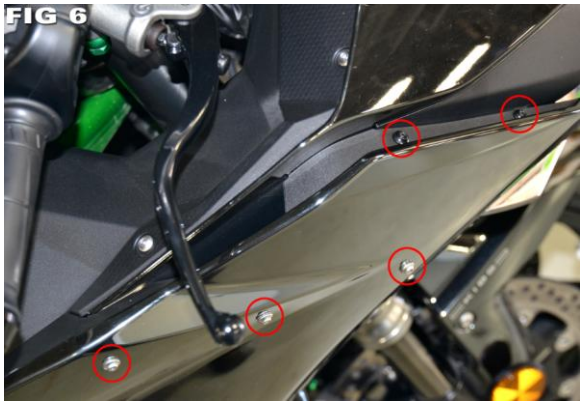


Step 5: Muffler removal: Remove the top bolt shown (Fig 12) and slide the top heat shield forward to remove. Remove the lower bolts (Fig 12) and slide the lower heat shield backward to remove. Next, loosen the clamp attaching the muffler to the catalytic converter, then remove the muffler-mounting bolt and slide the muffler backward to extract.



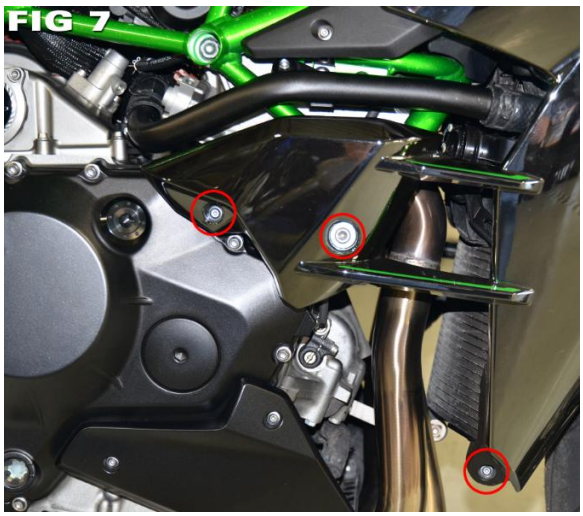
Step 6: Servo cables & oxygen sensor: Remove the two bolts with washers that hold the exhaust butterfly cover over the cables. Once this is removed, loosen the locknuts that hold the cables in place and remove the cables from the exhaust. Cables are not reused with the full exhaust system. Cable-tie in a secure location or remove cables from servo under tank if desired. Remove the oxygen sensor from the head pipes. See the service manual for servo cable and oxygen sensor removal.

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



Step 7: Head pipe removal: Loosen the nut/bolt securing the catalytic converter shown (Fig 13). Remove all of the head pipe nuts (two on each header), remove the nut/bolt and carefully pull the exhaust system forward. Once free of the head studs, lower and remove the exhaust.

Step 8: Replace exhaust gaskets: The Brock's Performance Full Exhaust system comes with four (4x) new OEM **one time use** exhaust gaskets. This step is very important in making sure the exhaust properly seals. Remove the old exhaust gaskets and discard them. Applying grease to the new exhaust gaskets will help hold them in the exhaust ports. **Failure to replace these gaskets WILL result in an EXHAUST LEAK**.



Step 9: Install head pipes and collector: Install the right and left side head pipes. Tighten the exhaust nuts hand tight and install the collector onto the head pipes using the supplied springs.

Step 10: Muffler mounting bracket: Remove the two bolts attaching the OEM brake side rearset. Flip the rearset over to expose the unused M8 threaded hole (Fig 14.) Use the supplied M8 x 16mm hex head bolt, washer, and bracket. Attach the muffler-

mounting bracket to the backside of the rearset. Reinstall the rearset and tighten to 18 lb-ft (25 N·m).

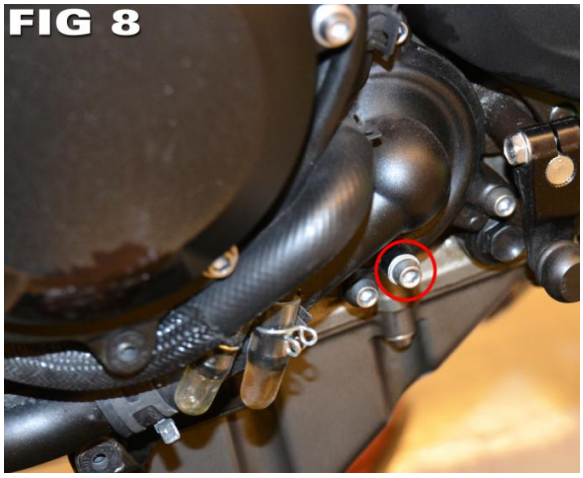
Step 11: Install the muffler: Install the muffler onto the collector. Adjust as necessary to ensure that the muffler tab aligns with the muffler-mounting bracket. Using the supplied M8 x 16mm bolt, washers and nut, mount the muffler into place and attach a spring from the muffler to collector. **Inspect rear brake lever for full movement.** Wiggle the muffler and collector to make sure all is properly seated, and then tighten the mounting bolt.

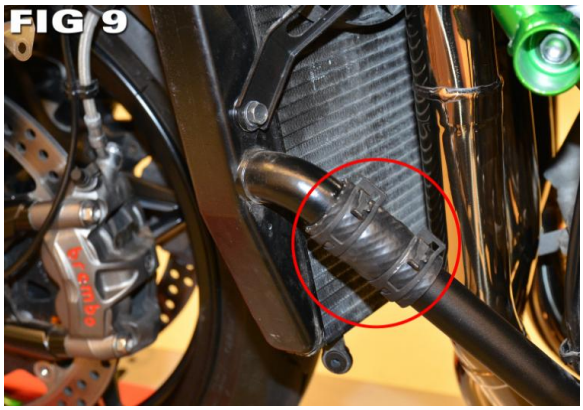
Step 12: Torque exhaust flange nuts: Following the tightening sequence (Fig 15), torque the exhaust flange nuts to 13 lb-ft (17 N·m).

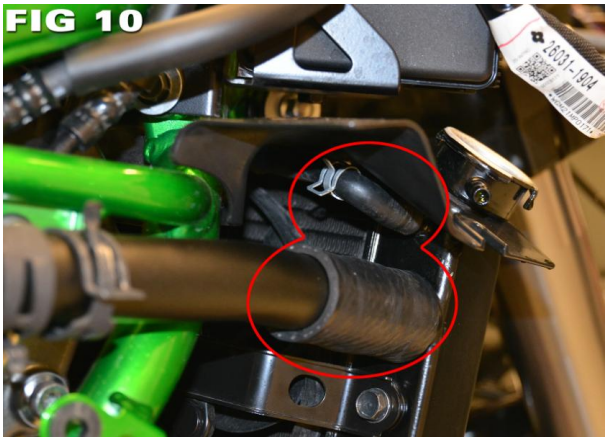
Step 13: Reinstall radiator: Installation will be in the reverse order of disassembly. Make sure to refill the system with coolant and bleed after installation.

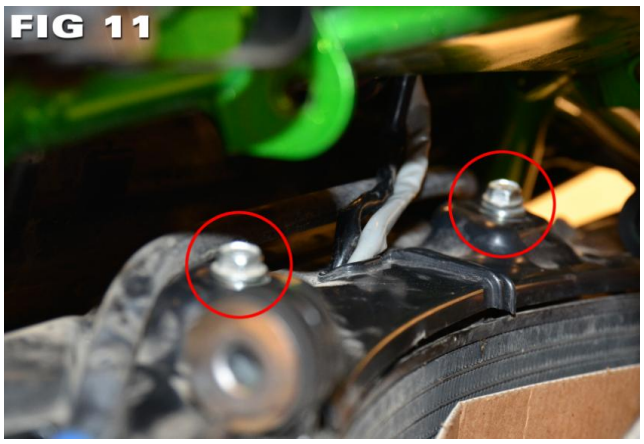
Step 14: Block the PAIR system: Using the supplied cap (or Brock's PAIR Block Off Plates) block off the PAIR system following the supplemental instructions.

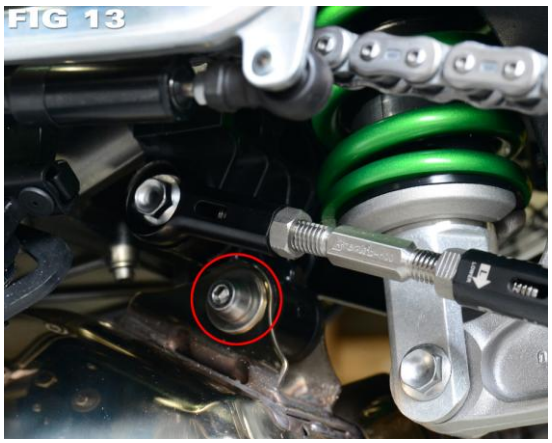
Step 15: Clean the exhaust system: Wipe down the entire exhaust system with rubbing alcohol.

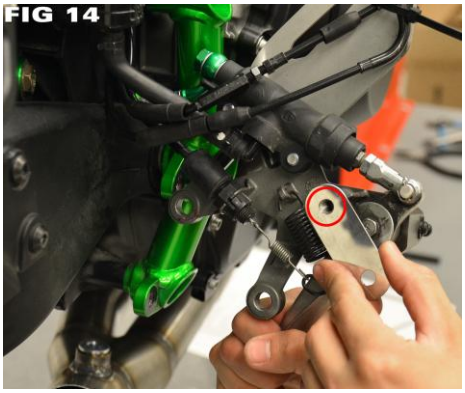


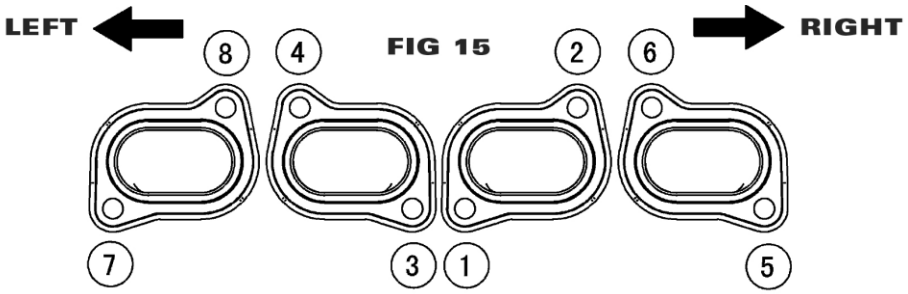












Caution: Failing to follow the steps below may result in damage to the bike!

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:
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