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

KAWASAKI Z H2 (20-26) FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Kawasaki Z 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:

1. One (1) Penta-Carbon, Slash Cut, or AH2 Muffler
2. One (1) Left Head Pipe
3. One (1) Right Head Pipe
4. One (1) Collector
5. Four (4) Mounting Flanges
6. One (1) Permatex Ultra Copper
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.

Removal Instructions:

1. Support the bike using a wheel stand or lift.
2. Remove the front and rear seats.
3. Remove left and right side fairings.
4. Remove fuel tank covers and fuel tank.
5. Remove rear seat frame.
6. Loosen muffler clamp bolt (Fig 1).
7. Remove muffler mounting bolt and nut. Remove the muffler (Fig 1).
8. Slide back the dust boots on the exhaust butterfly valve (EBV) cables (Fig 2).
9. Loosen the EBV cable jam nuts and turn the adjuster in to allow cable slack (Fig 2).

Note: Removal of the EBV motor and cables is recommended. A Servo Buddy is required to prevent FI light illumination.

10. Remove the EBV cover (Fig 3).
11. Loosen the EBV cable lock nuts and remove the EBV cables.
12. Remove the lower right side fairing (Fig 4).
13. Disconnect the OEM oxygen sensor and remove it from the OEM front section (Fig 5).
14. Remove the lower radiator bracket (Fig 6).
15. Support the underside of the OEM front section and remove eight (8) head pipe nuts (Fig 7).

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

16. Remove bolt securing the OEM front section to the frame (Fig 8).
17. Remove the OEM front section from the right hand side of the bike.

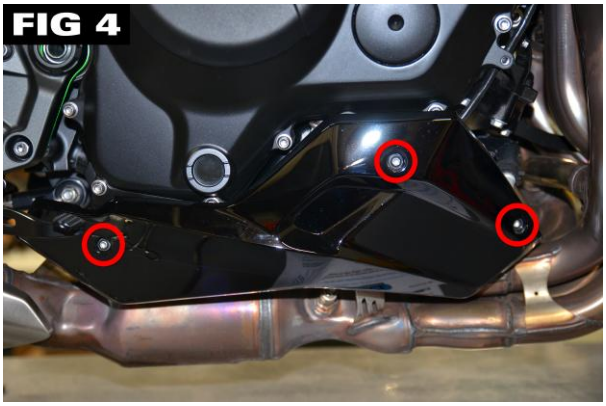
Installation Instructions:

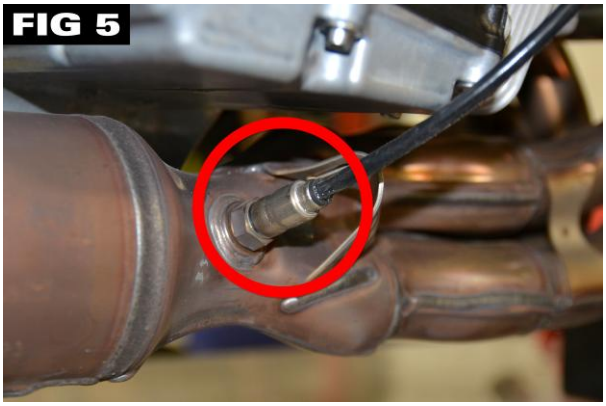
Note: *Before installing the performance exhaust system, preassemble all components to check fitment. A slight ovaling of the exhaust tubing can occur during production; this is normal. Apply WD-40® to the pipe joints to ease assembly, adjustment, and disassembly.*

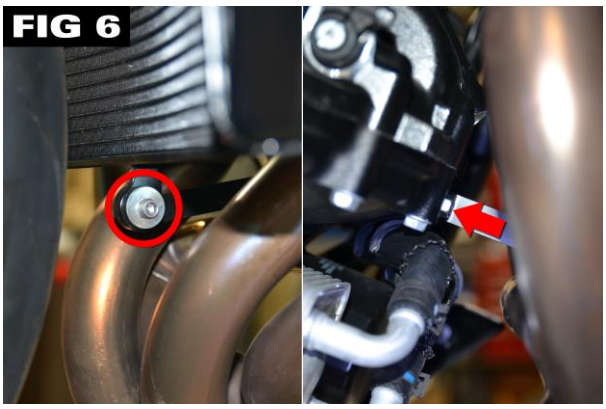
18. Inspect the OEM exhaust gaskets for any damage. Replace as needed.
19. Install the muffler mounting bracket between the right side footpeg and rear master cylinder guard and secure hand tight. (Fig 9).
20. Remove mounting flanges from head pipes. Install mounting flanges to the engine and secure hand tight with eight (8) head pipe nuts from step 15 (Fig 10).
21. Apply a thin layer of Permatex Ultra Copper inside each head pipe up to ½" (12.5 mm) deep.
22. Install left and right head pipes, collector, and muffler.
23. Wiggle the entire system to ensure pipes are fully seated.
24. Secure muffler to muffler bracket using bolt, nut, and washers from hardware kit hand tight (Fig 11).
25. Install one (1) spring to each head pipe (4 total) to secure to the mounting flanges (Fig 12).
26. Install two (2) springs to secure the collector to the head pipes (Fig 12).
27. Install one (1) spring to secure the muffler to the collector (Fig 12).
28. Torque eight (8) head pipe nuts to 16 lb-ft (22 N·m) or just until the flanges begin to bend.
29. Torque rear master cylinder guard and muffler mounting bolt to 16 lb-ft (22 N·m).
30. Reinstall lower radiator bracket.
31. Reinstall oxygen sensor and torque to 25 lb-ft (34 N·m).

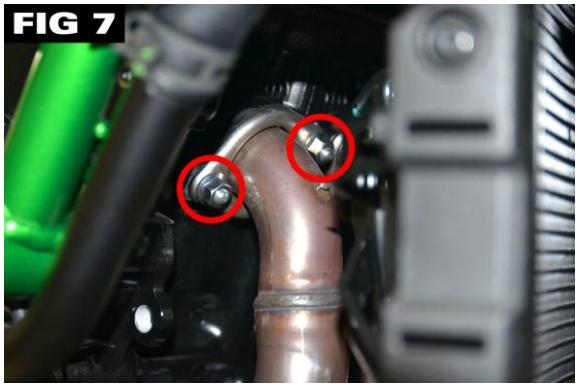
Note: Even if the bike is equipped with a Dynojet PCV (or comparable fuel tuner) the OEM oxygen sensor must be reinstalled to prevent low speed drivability issues.

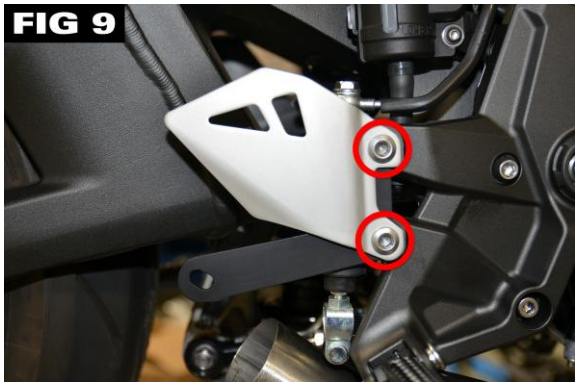
32. Using the supplied cap (or Brock's PAIR Block Off Plates) block off the PAIR system following the supplemental instructions.
33. Wipe down the entire exhaust system with rubbing alcohol.
34. Reinstall rear seat frame.
35. Reinstall fuel tank and fuel tank covers.
36. Reinstall fairings and front/rear seats.

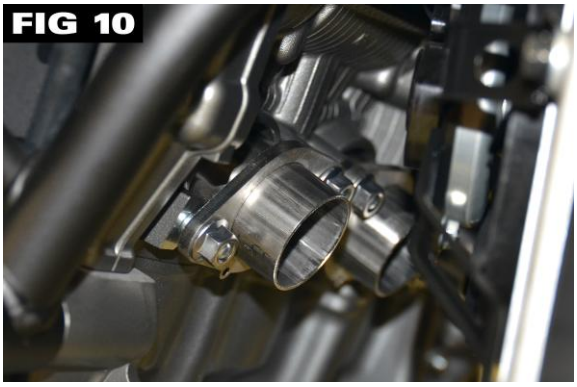


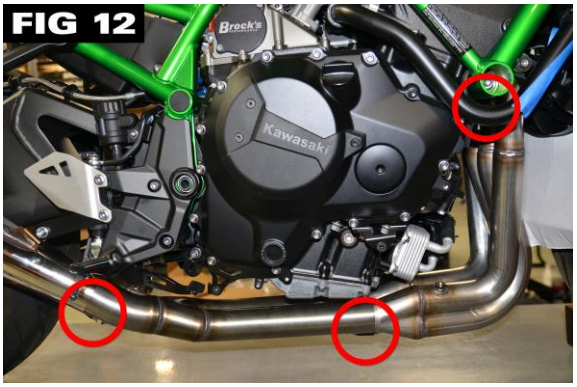












DO NOT START BIKE UNTIL A MINIMUM OF A ¼-INCH (6 MM) CLEARANCE IS OBSERVED BETWEEN THE EXHAUST COMPONENTS AND ALL BODYWORK/PARTS.

- 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 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

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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