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

HAYABUSA (99-26) FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Suzuki Hayabusa is a high-performance full 4-2-1 exhaust system that replaces the OEM muffler, 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) Muffler
6. One (1) Permatex™ Ultra Copper® (not shown)
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 HEADERS AND COLLECTOR:

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

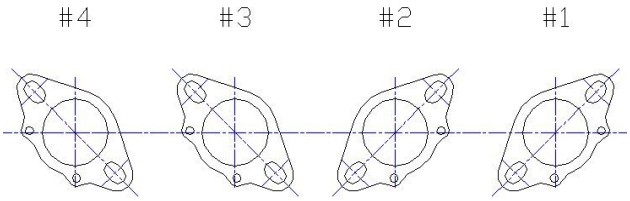
Remove bodywork by removing fasteners. Start with all of the Allen Head bolts, then the plastic fasteners on the front and bottom of the bike (behind the front tire). The bodywork is held on by a couple of rubber grommets so the bodywork may not "fall off". Start at the bottom and work up. After the 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 repeat 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 THE MUFFLERS

When removing the mufflers always start at the fastener closest to the front of the bike. The clamp bolt only needs to be loosened not removed. Move up the muffler to the passenger peg bolt that secures the back of the muffler. Completely remove the bolt holding the muffler bracket but be careful not to let the muffler drop on the ground when doing this. Then proceed to the other side of the bike and repeat these steps.

STEP 4: REMOVE THE HEAD PIPES

Remove the radiator/oil cooler mounting bolts and the lower oil cooler bracket. Disconnect the oxygen sensor from the wiring harness. Install the Code C44 Eliminator Plug (Sold Separately). Remove the lower radiator/oil cooler bracket, two (2) bolts in the bottom of the radiator, and one (1) bolt to the engine bracket. Gently push the radiator forward to make room for the removal of the head pipes. Remove all eight (8) of the bolts holding the four primaries to the head and the rear mounting bolt at the "Y" of the pipe. The rear mounting bracket may be removed from the frame as it is no longer needed. Remove the head pipes from the bike. *Be careful not to hit the flanges of the pipes on the radiator,* sometimes a piece of cardboard will help in this area for the protection of the radiator. Check to make sure the exhaust gaskets are still in the head, do not remove, these will be reused.



STEP 5: INSTALL FLANGES

Remove flanges from the supplied head pipes. Using the eight (8) bolts from the original flanges, attach the flanges with the larger flared side against the gaskets in the cylinder head and align. Make sure flanges are flat to the gaskets and tighten flanges to 15 lb-ft (20 N·m) or just until the flanges begin to bend.

STEP 6: INSTALL HEAD PIPES

Apply a thin layer of Permatex Ultra Copper to inside of the head pipes up to ½" (12.7 mm) deep. Install the head pipes onto the flanges while making sure not to hit the radiator and oil cooler. After one side of the primaries is installed, secure with two (2) springs. Then repeat on the other side. Make sure the radiator, as well as other hoses, have clearance from the head pipes.

Check for adequate clearance between Pipe #1 and oil cooler line. Adjust clearance, if necessary, by **gently** bending the tube away from the pipe. Use the other hand to support the cooler. A minimal amount of 1/16" (1.6mm) of clearance is all that is required. **DO NOT OVER BEND! SERIOUS DAMAGE TO THE COOLER LINE MAY RESULT.**

Check clearance between Head Pipe # 4 and oil line. (If necessary, loosen oil line clamp bolts, then adjust for additional clearance and re-tighten.)

STEP 7: INSTALL COLLECTOR

Install the collector to the head pipes with two (2) supplied springs. Once the springs are on, give the collector a good wiggle so it can seat against the head pipes. Check clearance between the rear collector and stock system mounting tab.

STEP 8: INSTALL BRACKET AND MUFFLER

Remove the three (3) bolts securing the right footpeg bracket to the frame and place the bracket between the frame and the footpeg bracket with the shiny side facing out. Re-install the original bolts and tighten.

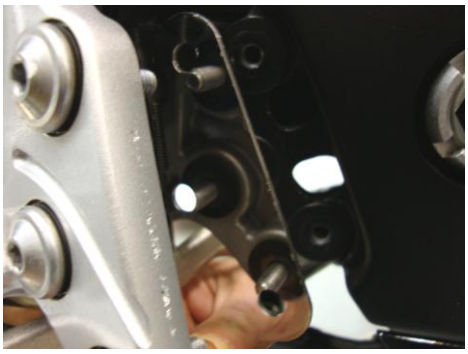
STEP 9: CLEAN SYSTEM OF FINGERPRINT
With any exhaust system, all fingerprints must be cleaned off before starting the motorcycle to ensure there will not be fingerprints "burned" into the pipe. Carefully use alcohol, brake clean, etc. to clean the system.

STEP 10: RE-INSTALL OIL COOLER AND BRACKET
Re-attach the lower radiator/oil cooler bracket and tighten all fasteners. (For (99-07) Hayabusa models, see spacer kit supplement)

STEP 11: INSTALL BODYWORK AND CHECK CLEARANCE
Replace all bodywork and check clearance. *The bodywork must be at least ¼" (6mm) from any part of the exhaust system.* Brock's Performance does not warrant burned plastic.

STEP 12: BLOCK OFF PAIR VALVE
Block off PAIR valve. Follow supplemental PAIR instructions. (PAIR Block Plates are available for this model)

Note: If the bike is equipped with a fuel-tuned ECU or Dynojet PCV/6, removal of the OEM oxygen sensor is required for optimum performance. O2 bung block-off plugs are included.



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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BrocksPerformance.com > Brock's Support > Customer Service > Contact us or call 937-912-0054