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HAYABUSA (99-26) TI/SIDEWINDER EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

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

Check Package Contents:

The Package Contents Include:

1. Four (2) 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) 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.

Instructions:

STEP 1: PRE-ASSEMBLE HEAD PIPES 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 all push pins starting with the two (2) under the motorcycle, holding the two side fairings together. Next, remove the two pushpins behind the front wheel holding the lower screen to the side fairings.

Remove the screen (chin piece). Remove the belly pan by disconnecting the pushpins behind the regulator/rectifier, and the bolt on the right side below the footpeg and brake assembly. Remove two (2) bolts on right side fairing, and two (2) bolts below the handlebars (one black, one silver). Repeat on the left side of the motorcycle. Remove pushpin below handlebars on both sides of the motorcycle also. Remove four (4) pushpins next to and above front fender.

The bodywork can now be pulled off. There are rubber grommets holding the bodywork on now that all of the fasteners have been removed. Start by pulling the bottom of the bodywork out. The first grommet is connected to the top of the oil pan. Next, pull the bodywork away from the frame above the clutch cover. Pull black cover next to gas tank up to remove the plastic pin from rubber grommet. Next, lift the bottom of bodywork away from motorcycle about six inches and pull down, be very patient because the first time is always the hardest. Once one side is disconnected from the motorcycle remove the other side in the same fashion.

STEP 3: REMOVE THE MUFFLERS:

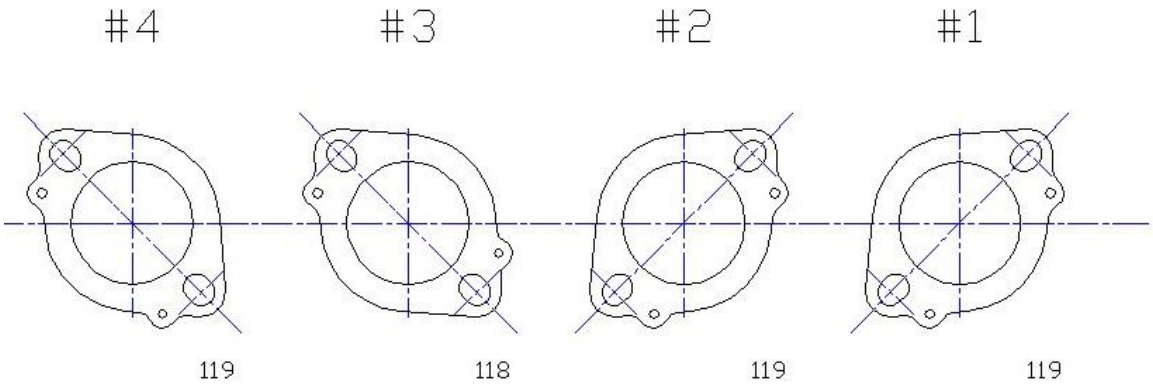
Loosen pipe clamp where the elbow meets the exit of the catalytic converter next to the regulator/rectifier on both sides of the motorcycle. Remove the bolt holding the muffler to the passenger peg. Do this on both sides. Make sure to be careful not to drop the mufflers when they are loosened from the passenger peg.

STEP 4: REMOVE THE HEAD PIPES:

Notice the bracket holding the radiator to the engine. Remove the bolt so you can push it forward to make room for the removal of the head pipes. Next, remove the brackets for the radiator and oil cooler. Remove all eight (8) of the bolts holding the four primaries to the head. 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, these will be reused. Next, remove the bolt holding the back of the cat to the bracket, remove the bracket.

STEP 5: INSTALL FLANGES

Notice the flanges are a two-piece design. The cup has a lip on the inside that must face towards the head, with the flange holding it to the head, make sure both of these pieces are concentric so the exhaust may be slipped into them. Keeping them semi-loose will help with this process. Hang springs from both holes on each flange. On Cylinder #3 notice the flange is different. The holes are 180 degrees apart…this is for the spring tabs on #3 primary. See picture.



STEP 6: INSTALL HEAD PIPES:

Install the head pipes to the flanges while making sure not to hit the radiator and oil cooler. After one side of the primaries is installed attach the springs to the tabs on the head pipes. Then repeat on the other side. Make sure the radiator, as well as, the hoses have clearance from the head pipes with the supplied radiator/oil cooler bracket. If you wish to remove the oil cooler you may cut the bottom of the bracket off. If you wish to use the oil cooler please see the picture of what needs to be done to the chin piece for clearance.

Go back to the flanges and make sure they are tight, torque to 10-15 lb-ft (13.5 – 20 N·m).

At this time, replace the right side fairing to see where a cut will need to be made in the fairing to clear the collector and megaphone. A minimum of at least ¼" (6 mm) around all parts of the exhaust to bodywork is required. Once the hole is cut it may be necessary to clearance bodywork next to the megaphone.

STEP 7: INSTALL COLLECTOR:

Install the collector to the head pipes with two supplied springs. Once the springs are on, give the collector a good wiggle so it can seat against the head pipes.

STEP 8: INSTALL BRACKET AND MUFFLER:

Remove the footpeg and install the supplied bracket. Start by removing the footpeg from the frame. Place the new bracket between the footpeg and the frame and tighten bolts. Loosen the nut holding the clevis for the rear brake. Remove the OEM clevis. Enlarge the hole for the rear brake clevis so the new, supplied clevis can be installed. Adjust clevis so it will allow the rear brake adequate clearance to the megaphone. Install megaphone and check. The megaphone may be installed for a final cleaning before starting the engine.

STEP 9: BLOCK OFF PAIR

Block off PAIR valve. Follow supplemental PAIR instructions. (PAIR Block Plates are available for this model)

STEP 10: INSTALL OIL COOLER LINE EXTENSION KIT

Install the oil cooler extension line kit if keeping the OEM oil cooler. See supplemental instructions on installation.

STEP 11: CLEAN SYSTEM OF FINGERPRINTS:

With any exhaust system, all fingerprints must be cleaned with brake cleaner before starting the motorcycle to ensure there will not be fingerprints "burned" into the pipe.

STEP 12: INSTALL BODYWORK IN REVERSE ORDER OF REMOVAL:

Before starting the bike make sure that all bodywork is at least ¼" (6 mm) from any part of the exhaust on the motorcycle. Failure to ensure proper clearance may result in burned plastic. Brock's exhaust systems are designed to provide the appropriate clearance. If the minimum clearance is not obtained remove the springs on the exhaust system, loosen the muffler mount and adjust until proper clearance is achieved.

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.

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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