Brock's PERFORMANCE

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

HAYABUSA (08-26) CT FULL 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 muffler, catalytic converter, and head pipes.

Check Package Contents:

The Package Contents Include:

1. One (1) Muffler (Two (2) if dual system)
2. One (1) Left Head Pipe
3. One (1) Right Head Pipe
4. One (1) Collector
5. One (1) Elbow Pipe (Two (2) if dual system)
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.

Note: All instructions show installation on a Gen 2 Hayabusa. Although similar, there may be slight differences with the Gen 3 installation. Please consult the OEM service manual for removing bodywork and stock exhaust system.

***Contents may differ from image**

STEP 1: PRE-ASSEMBLE HEAD PIPES, COLLECTOR, AND ELBOW PIPE:

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 push pins behind the front wheel holding the lower screen to the side fairings. Remove the screen (chin piece). Remove the belly pan by disconnecting the push pins behind the regulator/rectifier, and the bolt on the right side below the footpeg and brake assembly. Remove (2) bolts on right side fairing and (2) bolts below the handlebars (one black, one silver). Repeat on the left side of the

motorcycle. Remove push pin below handlebars on both sides of the motorcycle also. Remove four (4) push pins next to and above the front fender.
The bodywork can now be removed. 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 the 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. Once one side is disconnected from the motorcycle remove the other side in the same fashion.

STEP 3: REMOVE THE MUFFLERS:
Loosen the pipe clamp where the elbow meets the exit of the catalytic converter (CAT) 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:
Remove the radiator support bracket 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 if undamaged 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 toward the cylinder head, with the flange holding it in the head, make sure both of these pieces are flush so the head pipes can be slipped in. Keeping them semi-loose will help this process.

STEP 6: INSTALL HEAD PIPES:
Install the left and right head pipes into the flanges while making sure not to hit the radiator and oil cooler. After one of the head pipes is installed attach the springs to secure. Then repeat on the other side. Make sure the radiator, as well as all hoses, have clearance from the head pipes with the radiator/oil cooler bracket. Torque the mounting flange bolts to 10-15 lb-ft (13.5-20 N·m).

STEP 7: INSTALL COLLECTOR:
Install the collector to the head pipes and secure with two (2) supplied springs. Once the springs are on, give the collector a good wiggle so it can seat against the head pipes.

STEP 8: INSTALL MUFFLER MOUNTING BRACKET (CT MEGAPHONE ONLY):
Disconnect the two (2) foot control return springs located behind the footrest. Install the supplied muffler mounting bracket between the footrest and the frame using OEM hardware. Reconnect the two (2) foot control return springs.

STEP 9: INSTALL ELBOW PIPE AND MUFFLER:
Install the elbow pipe(s). Once installed, secure the system with the supplied springs. Next install muffler(s) to elbow pipe(s) using supplied springs. Now, use the stock muffler bolts to hold new CT Series exhaust to the passenger pegs/mounting bracket. Make sure the system is not hitting any part of the motorcycle.

STEP 10: CLEAN EXHAUST SYSTEM:
With an exhaust system, it must be cleaned all fingerprints and residue oils, with brake cleaner, on exhaust before starting the motorcycle to ensure there will not be fingerprints "burned" into the pipe.

STEP 11: BLOCK OFF THE PAIR

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

STEP 12: INSTALL BODYWORK IN REVERSE ORDER OF REMOVAL:

Before starting the bike make sure that all bodywork is at least 1/4 inch 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/PC6, removal of the OEM oxygen sensor is required for optimum performance. Block-off plugs are included.

Gen 3 Specific Note: An ECU flash is required (even if equipped with a PCV/PC6) for the bike to run properly without the 02 sensors. If maintaining a stock ECU then the 02 sensors must be installed into the provided 12mm bungs in the CT exhaust system.

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.

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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For Questions and Comments:
BrocksPerformance.com > Brock's Support > Customer Service > Contact us or call 937-912-0054