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

BMW S1000RR (20-26) CT EXHAUST SYSTEM INSTRUCTIONS

The Brock's Performance full titanium exhaust system for the S1000RR 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) CT Series Muffler (May differ from image)
2. One (1) Left Head Pipe
3. One (1) Right Head Pipe
4. Four (4) Head Pipe Flanges
5. One (1) Collector
6. One (1) Mid-Pipe* (CT Single only)
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.

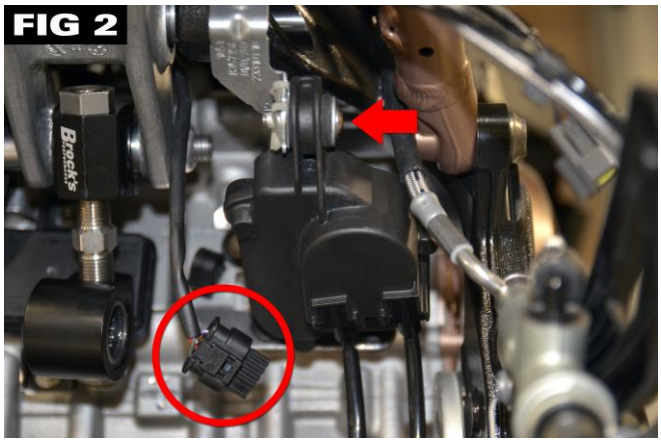
For additional installation support please refer to the OEM service manual.

Removal Instructions:

1. Support bike using rear stand or lift.
2. Remove left and right side fairings.
3. Remove seat.
4. Remove upper, left, and right fuel tank trim panels.
5. Remove fuel tank.
6. Loosen muffler clamp.
7. Remove muffler mounting bolt and remove muffler.
8. Disconnect front left and front right oxygen sensor connectors.
9. Disconnect rear left and rear right oxygen sensor connectors.
10. Release all retaining clips for O2 sensor wires and unroute to allow wires to spin freely during O2 sensor removal (O2 sensors will be removed in step 26 during exhaust installation).
11. Disconnect cables from exhaust-flow control valve (Figure 1).
12. Disconnect and remove servo motor and cables (Figure 2).
13. Remove radiator/oil cooler bracket.

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

14. Remove two (2) bolts securing oil cooler to radiator.
15. Remove eight (8) head pipe nuts.
16. Support OEM front section and remove bolt securing to frame.
17. Carefully remove OEM front section from bike.



Installation Instructions:

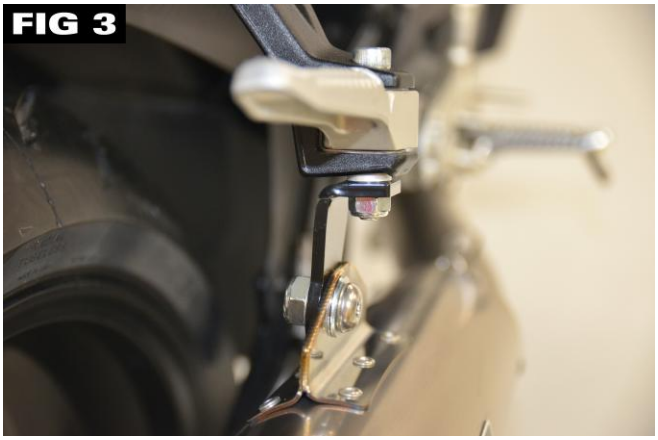
18. Inspect OEM exhaust gaskets and replace as needed.
19. Insert flange collars into flanges. Install flanges to engine hand tight using nuts from step 15.
20. Insert one (1) spring into each flange.

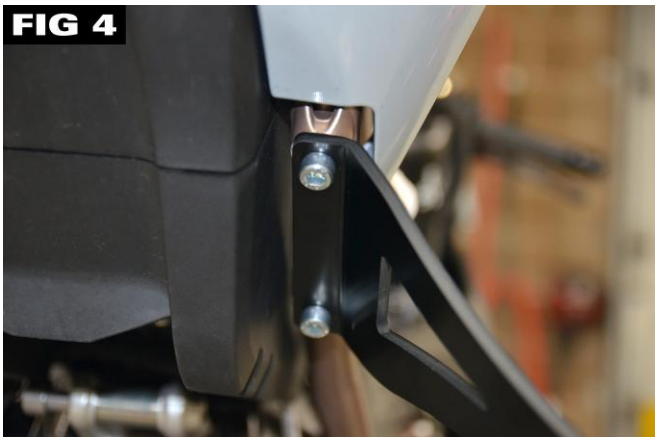
CT Single: Follow Steps 21 and 22.
CT Meg: Follow Step 23 (skip steps 21 and 22).

21. Remove right side passenger footpeg retaining pin. Install supplied mounting bracket using bolt, nut, and spacer as shown in (Figure 3).
22. Alternate installation: Remove left and right side OEM passenger footpegs. Install footpeg delete bracket using supplied bolts as shown in (Figure 4).
23. Using muffler mounting bolt removed in step 7 install supplied muffler bracket behind right side footpeg as shown in (Figure 5).
24. Install left and right head pipes, collector, mid-pipe (CT Single only), and muffler.
25. Secure muffler to muffler bracket using the supplied bolt, washers, and nut hand tight (Figure 3).
26. Remove oxygen sensors from OEM front section and install into their corresponding locations (front right, front left, rear right, rear left).

Note: OEM oxygen sensor must be reinstalled in Brock's Performance exhaust.

27. Reroute OEM oxygen sensor wires back to their original locations and reconnect.
28. Install one (1) spring to each head pipe to secure mounting flanges (4 total).
29. Install two (2) springs to secure collector to head pipes.
30. Install two (2) springs to secure mid-pipe (CT Single only) to collector.
31. Install two (2) springs to secure muffler to mid-pipe (CT Single) or collector (CT Meg).
32. Wiggle entire system to ensure pipes are fully seated.
33. Torque eight (8) head pipe nuts to 10 lb-ft (14 N·m).
34. Tighten muffler mounting hardware.
35. Using supplied cap, block off the PAIR system following the supplemental instructions.
36. Wipe down entire exhaust system with rubbing alcohol.
37. Reinstall body panels, seat, and fuel tank removed in steps 2 through 5.





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.**

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

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.**

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