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

ZX-10R (11-15) FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Kawasaki ZX-10R is a high-performance full 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. Two (2) Head Pipes
3. One (1) Collector
4. One (1) Hardware Package
5. One (1) Muffler
6. One (1) Permatex™ Ultra Copper®
7. One (1) Instruction Packet

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.

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 (Fig 1).

Fig 1

STEP 2: Remove Lower Side Fairings:

- Two quick rivets are located in the lower nose of the front fairing, behind the front tire, and hold the left and right panels together. Using a thin blade screwdriver lift the center of the larger rivet head at location 1 and then pull the rivet from the bodywork (Fig 2). Use a pin or small hex head wrench to push the center of the smaller quick rivet inward at location 2 and remove the rivet using a small flat head screwdriver (Fig 2). This will release the right panel from the left panel.
- Remove the three quick rivets at locations 3, 4, and 5 using the previous method on both sides (Fig 3).
- Remove the lower side fairing fasteners & washers at locations 6, 7, 8, & 9 (Fig 4).
- The lower side fairing is connected to the upper side and front nose fairings with only tabs and slots (Fig 5). Gently pull the lower side fairing outward from the bike, starting at the rear, to separate it from the front nose fairing.
- Repeat for the left side lower fairing.

STEP 3: Remove the Stock Muffler:

- Remove two bolts connecting the heat shield to the muffler.
- Remove the heat shield from the muffler.
- Loosen the muffler mounting clamp.
- Remove the passenger footpeg bolt.
- Remove the muffler.

STEP 4: Remove the Stock Catalytic Converter:

- Disconnect the servo cables from the servo motor located under the passenger seat. These cables will be removed with the stock muffler. Do **NOT** remove or disconnect the servo motor.
- Loosen the clamp between the catalytic converter and OEM front section.
- Remove the bolt holding the catalytic converter to the frame.
- Pull the catalytic converter to the rear to release it from the OEM front section.

STEP 5: Remove the OEM Front Section:

The procedure described below does not require the removal of the radiator. However, the fit is tight, and care should be taken to avoid damage to the radiator.

- Locate the lower radiator bracket that connects the radiator to the center of the engine block. Remove the bolt (6 x 22mm) from the bracket supporting the lower portion of the radiator (Fig 6). This will allow the radiator to be eased forward for additional clearance.
- Remove the OEM front section mounting nuts. There are two nuts per head pipe tube (Fig 7). Once the bolts are removed do not allow the mounting flanges to fall and contact the radiator.
- Once all bolts are removed, carefully remove the OEM front section from the engine.

STEP 6: Install the Mounting Flanges:

- Install four mounting flanges in the orientation shown reusing the OEM nuts and gaskets (Fig 8).
- **Note:** The #1 head pipe mounting flange must be installed with the spring tabs on top, which will be opposite of the other three mounting flange positions with spring tabs on the bottom.
- Only 1 spring will be used for each head pipe tube, spring locations shown (Fig 8).
- Do not completely tighten the nuts. Leaving them finger tight will allow for easier adjustment when the head pipes are fitted. The nuts will be fully tightened after the head pipes are installed.

Fig 2

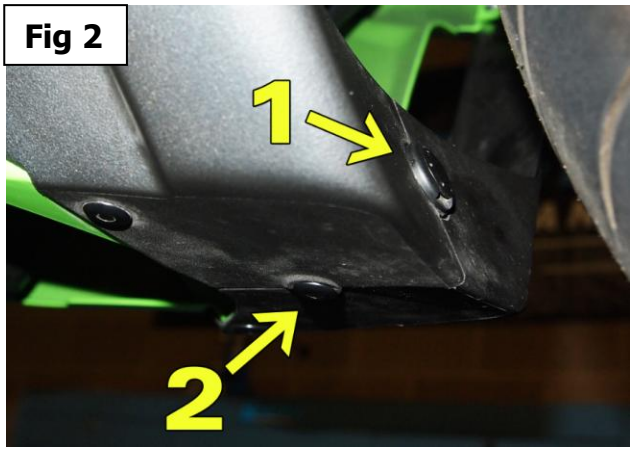


Fig 3

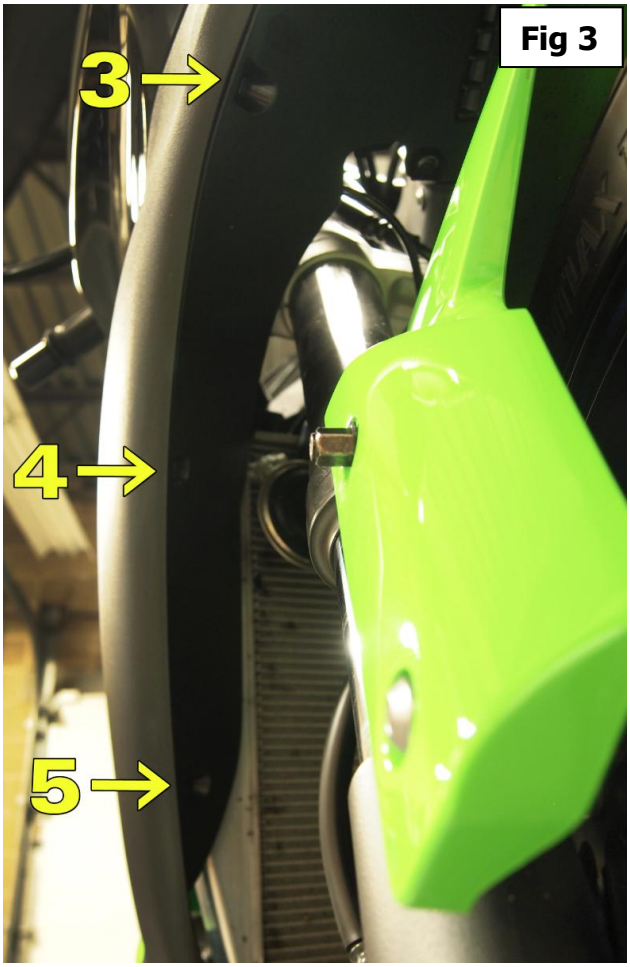
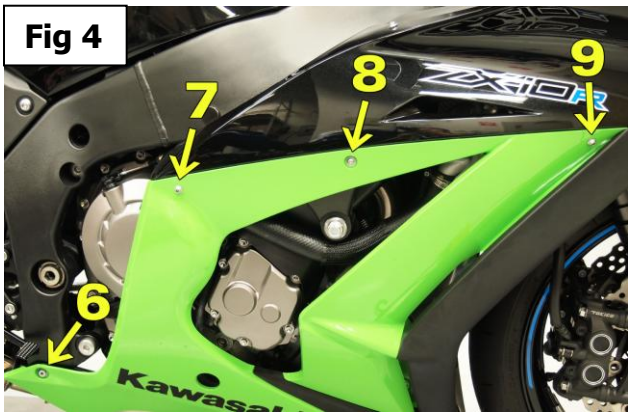


Fig 4



STEP 7: Install the Head Pipes and Collector:

- Install the left and right head pipes and then the collector. With the head pipes now installed onto the mounting flanges, tighten the mounting flange nuts enough to keep the flanges from moving.
- Remove the head pipes and collector from the bike.
- Torque the nuts to 15 lb-ft (20 N·m) or just until the flanges begin to bend.
- Attach the springs to the mounting flanges (Fig 8).
- Apply a very thin layer of Permatex™ Ultra Copper® to the inside of each head pipe, no further than ½" (12.7mm) into the pipe. This will ensure a high-temperature seal is created. Be careful to avoid contact with the radiator while installing the head pipes.
- Install head pipes onto the mounting flanges as far as they will go, then connect the springs to the spring tabs on the head pipes using the supplied spring puller (Fig 9).
- 'Wiggle' the entire assembly with the springs installed to pull the head pipes into their final location.
- Install the small bracket in place of where the catalytic converter used to be held using the supplied M8 x 70mm bolt (Fig 10). Once this bracket is installed the collector will mount to this bracket.
- Install the collector onto to the head pipes. Use the spacer provided in the kit to place between the collector mounting tab and the bracket, mount using the supplied M8 x 35mm bolt (Fig 10 & 11).
- Hand-tighten the collector to the mounting bracket for now. Attach the springs to secure the collector to the head pipes. There is a tight fit between the bottom of the head pipe assembly and the oil filter but the two parts should have adequate clearance so that no contact is made. Adjust as required.

STEP 8: Install Muffler

- Install the large mounting bracket prior to installing the muffler. The bracket goes on the inside of the frame behind the rearset (footpeg) and is held in place by installing the supplied M8 x 16mm bolt from the inside as well. The bolt will be installed in the bottom rearset mounting hole. The rearset has been removed for clarity (Fig 12).
- Install the muffler onto the collector. Insert the supplied M8 x 20mm bolt through the muffler tab and mounting bracket and hand-tighten. Install the spring to secure the muffler to the collector. 'Wiggle' the system to ensure fitment and then tighten the bolt holding the collector to the small bracket. Finally, tighten the bolt holding the muffler to the large bracket.
- Torque the muffler mounting bolt to 25 lb-ft (34 N-m).
- Reattach the radiator to the lower radiator bracket with the OEM (6x22mm) bolt and torque to 87 lb-in (9.8 N·m).
- Re-install the fairings in the reverse order that they were removed.

Fig 5

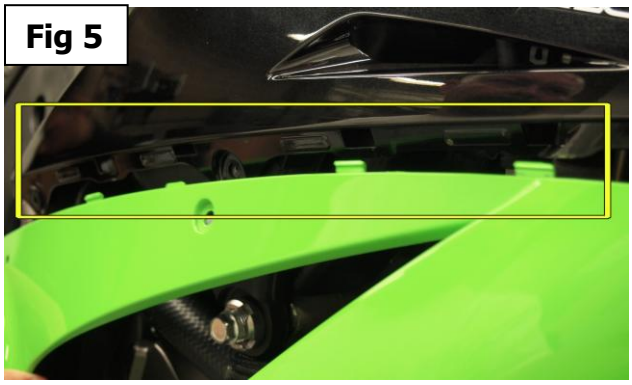


Fig 6

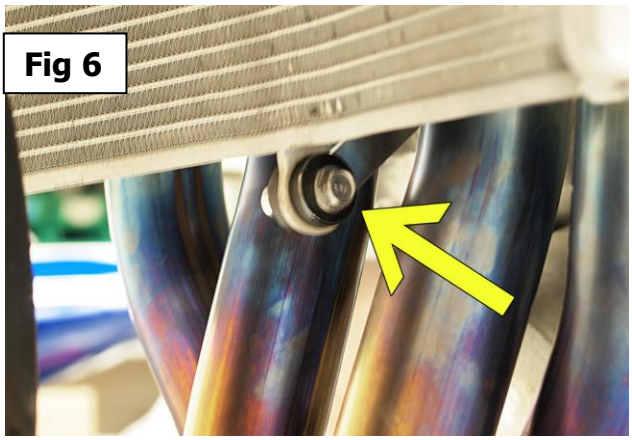


Fig 7

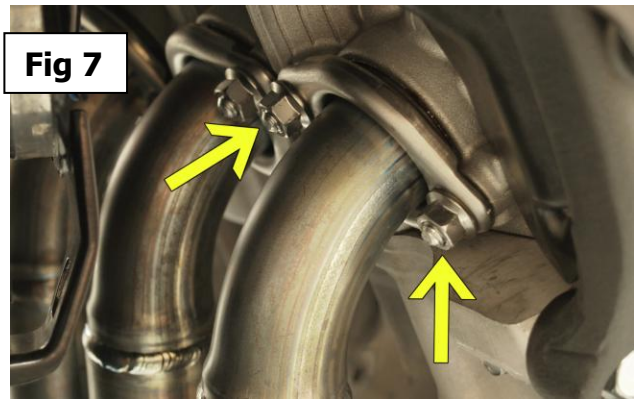


Fig 8

Fig 9

Fig 10

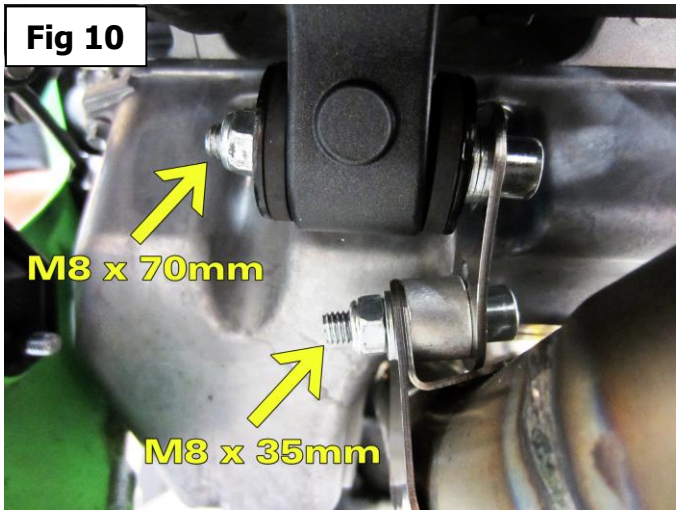


Fig 11

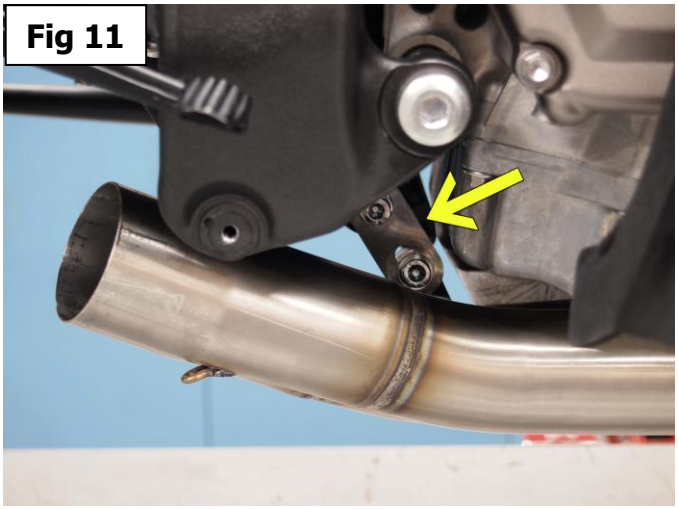
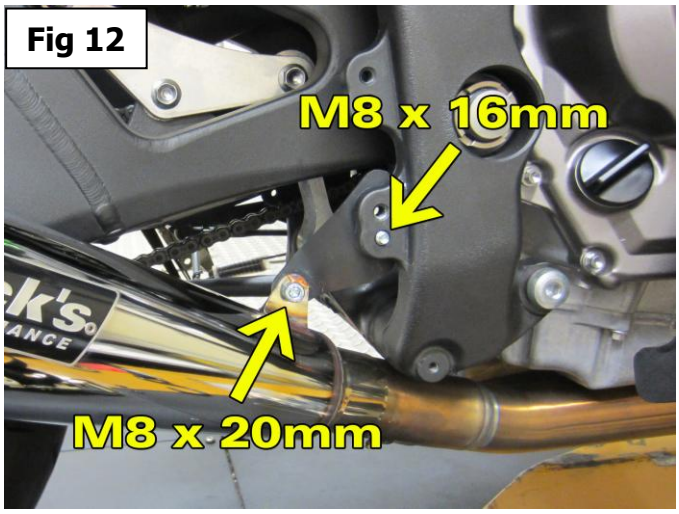


Fig 12



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.**

Congratulations! Installation is complete.

ALL BROCK'S PERFORMANCE PRODUCTS ARE DESIGNED FOR CLOSED-COURSE RACETRACK USE ONLY!

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