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

KAWASAKI ZX-10R (16-20) ALIEN HEAD 2 FULL EXHAUST SYSTEM INSTRUCTIONS

The Alien Head 2 for the Kawasaki ZX-10R is a high-performance 4-2-1 exhaust system that replaces the OEM head pipes, catalytic converter, and muffler.

Check Package Contents:

The Package Contents Include **(Fig 1):**

1. One (1) Right Head Pipe
2. One (1) Left Head Pipe
3. One (1) Muffler
4. One (1) Collector
5. Four (4) Mounting Flanges
6. One (1) Permatex™ Ultra Copper®
7. One (1) Hardware Package
8. One (1) Instruction Packet

FIG 1

If your package contents differ, please contact Brock's Performance at 937-912-0054.

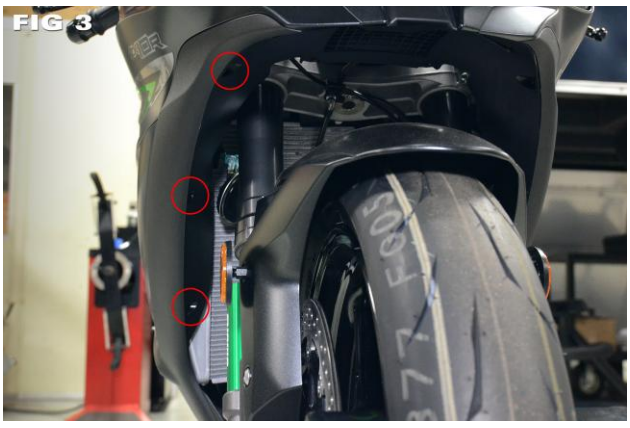
For additional installation support please refer to the OEM service manual.

Step 1: Pre-Assemble Exhaust System: 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 2).

FIG 2

Step 2: Side Fairing Removal: Remove the three (3) quick rivets located at the front of each side fairing (Fig 3). Use a pin or small hex head wrench to push the center of the quick rivet inward. Then remove the rivet using a small flat head screwdriver. Remove two (2) additional quick rivets connecting the side fairings together, located behind the front tire (Fig 4). Using a thin blade screwdriver lift the center of the rivet head. Then pull the rivet from the bodywork. Remove three (3) bolts/washers at the top of the side fairing and one (1) bolt/washer at the lower rear corner on each side fairing (Fig 5).

FIG 3

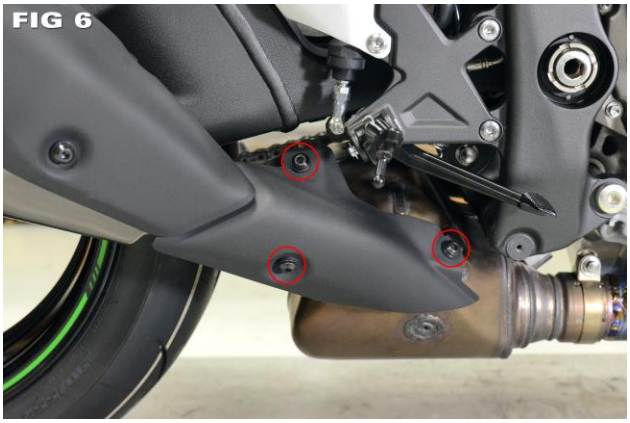


Step 3: Muffler Removal: Remove three (3) bolts (Fig 6) securing the heat shield and remove. Loosen the clamp on the OEM muffler. Remove the muffler-mounting bolt and remove the muffler (Fig 7).

Step 4: Servo Cables Removal: Remove the bolt attaching the small cover to the exhaust servo. Once removed, loosen the locknuts holding the cables in place and remove the cables from the exhaust (servo cables are not used with the full exhaust system). Tie-wrap the cables in a secure location, or remove cables from the servo motor in the tail section (recommended). A Servo Buddy or Brock's ECU Flash can be purchased to prevent the check engine light from activating after EXUP (servo) removal.

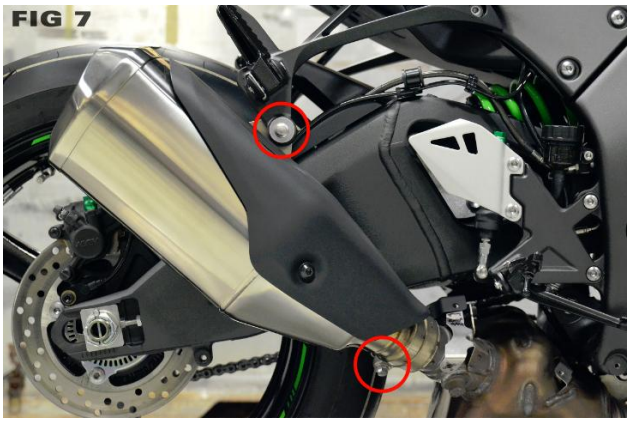
Step 5: Catalytic Converter Removal: Remove the oxygen sensor from the OEM head pipe. The oxygen sensor is **NOT** used as part of Brock's Performance exhaust package and can be removed if you have the Brock ECU Flash. Loosen the clamp securing the catalytic converter to the head pipes. Remove the bolt securing the catalytic converter to the frame. Remove the catalytic converter assembly (Fig 8).

Step 6: Head Pipe Removal: Remove the bolt from the radiator bracket (Fig 9). Remove the flange nuts from all four (4) head pipes (Fig 10). While holding the head pipes, pull each flange out and away from the head studs. Carefully lower and remove the head pipe assembly.



Step 7: Install Head Pipes and Collector: Install the four (4) head pipe mounting flanges (spring mounting tabs on the bottom), reusing the OEM nuts and exhaust gaskets hand tight. Prior to installation of the head pipes, apply a very thin layer of Permatex™ Ultra Copper® to the inside of each head pipe, no further than ½" (12.7 mm) 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 the right side and left side head pipe and attach using the supplied springs (Fig 11). Install the secondary collector onto the head pipes using the supplied springs (Fig 12).

Step 8: Muffler-Mounting Bracket: Remove the two bolts attaching the OEM brake side rearset. Insert the supplied muffler-mounting bracket between the frame and rearset (Fig 13). Reinstall the OEM bolts and tighten to 18 lb-ft (25 N·m).



Step 9: Install the Muffler: Install the muffler onto the secondary collector (Fig 14). Adjust as necessary to ensure that the muffler tab aligns with the muffler-mounting bracket. Using the supplied M8 x 16mm Allen head bolt, washers and nut, mount the muffler into place and attach the supplied spring from the muffler to collector. Wiggle the muffler and collector to make sure all is properly seated, and then tighten the mounting bolt.

Step 10: Torque Exhaust Flange Nuts: Follow the OEM tightening sequence (Fig 15), torque the exhaust flange nuts to 15 lb-ft (20 N·m).

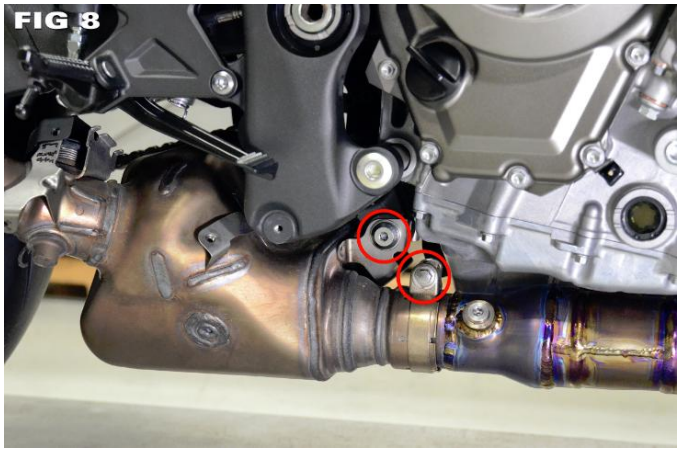


FIG 8

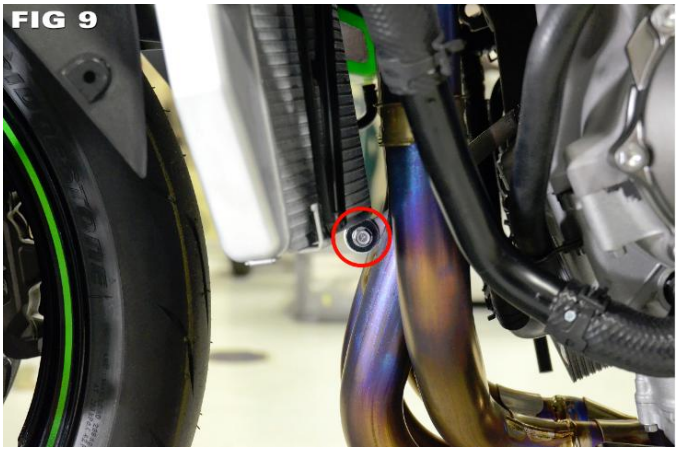


FIG 9

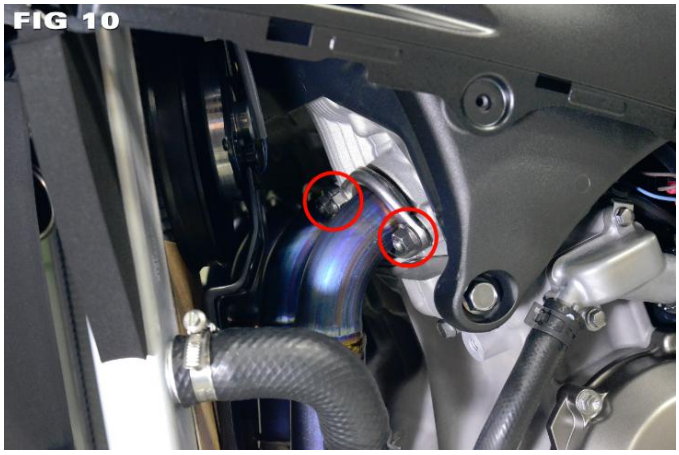
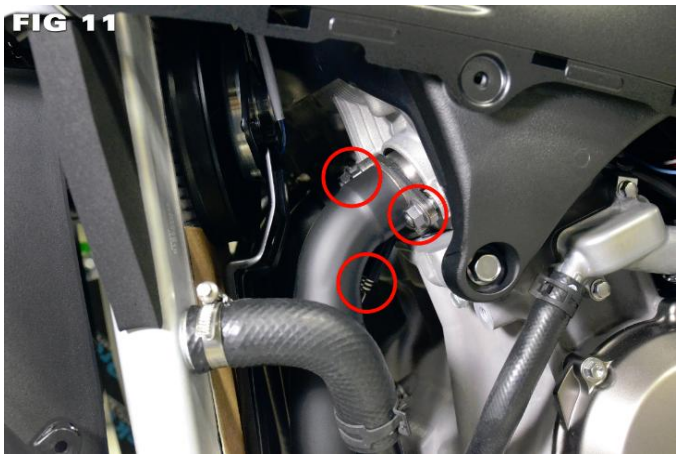


FIG 10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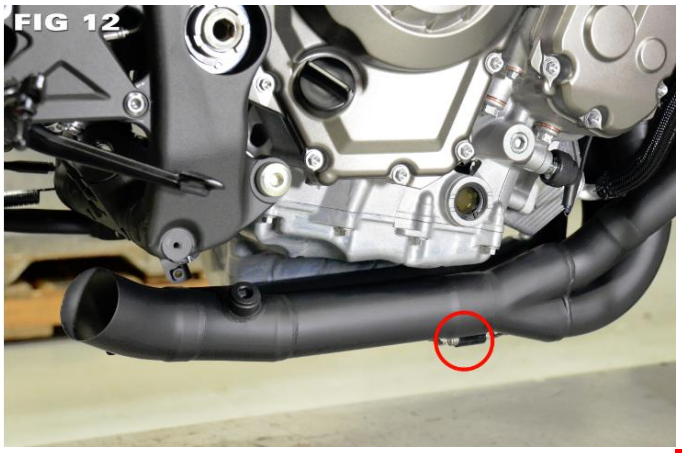
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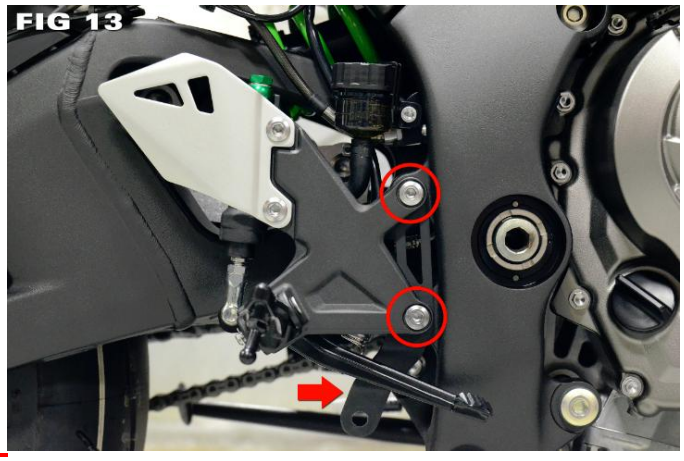
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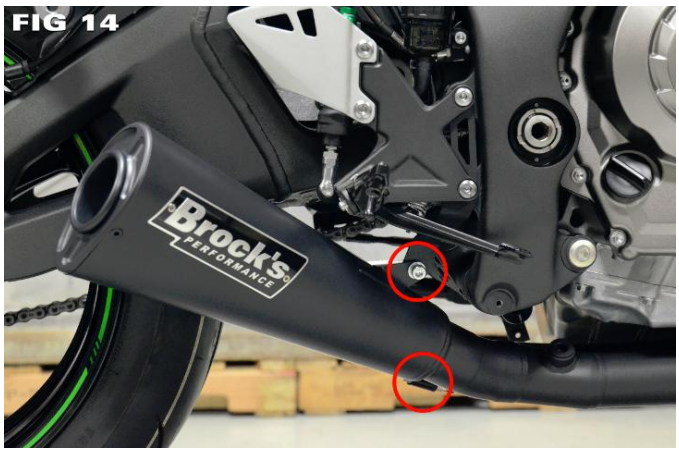
FIG 14
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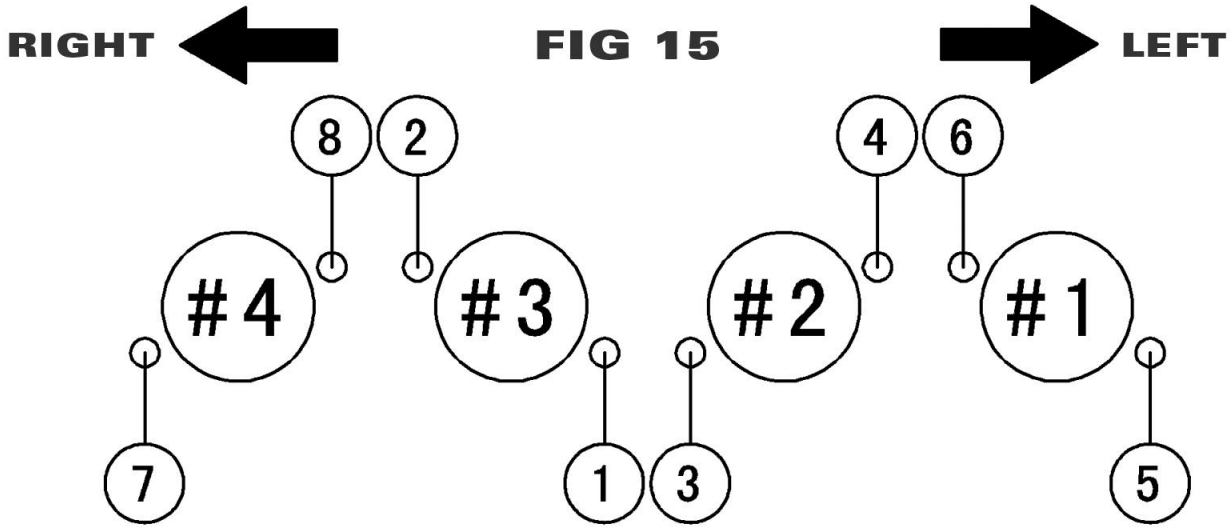

Caution: Failing to follow the steps below may result in damage to the bike!

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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