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

KAWASAKI ZX-14/R (06-25) TIWINDER FULL EXHAUST SYSTEM INSTRUCTIONS

The Brock's Performance full exhaust system for the Kawasaki ZX-14/R 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) Right Head Pipe
2. One (1) Left Head Pipe
3. One (1) Collector
4. One (1) Muffler
5. Four (4) Mounting Flanges
6. One (1) Package Containing Hardware
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.

An installation video is available from Brock's Performance.

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 DASHBOARDS:

The right and left dashboards are held in place by three fasteners (Fig 3) which are removed with a No. 4 hex head wrench. Note that all dashboard and fairing fasteners have thin plastic washers located between the fastener head and the plastic bodywork. Be careful to save the plastic washers.

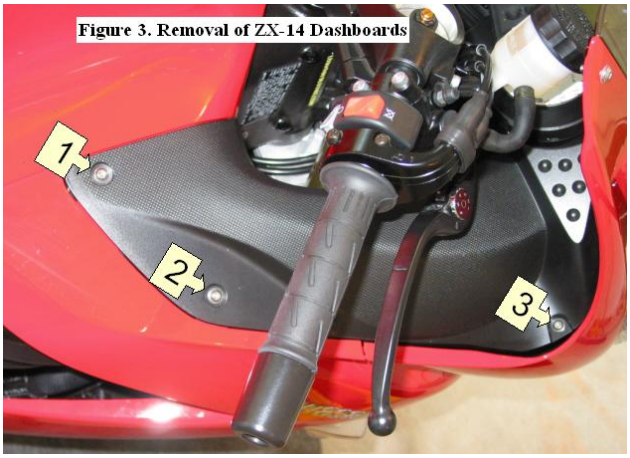


Figure 3. Removal of ZX-14 Dashboards

STEP 3: REMOVE LOWER FAIRINGS:

The lower fairing consists of separate right and left side panels, both of which should be removed. (Fig 4)

- The quick rivet is located in the front of the fairing (3) and holds the left and right panels together. Remove the quick rivet. This will release the right panel from the left panel.
- Remove the lower fairing fasteners & washers (1 & 2) on the right fairing panel.

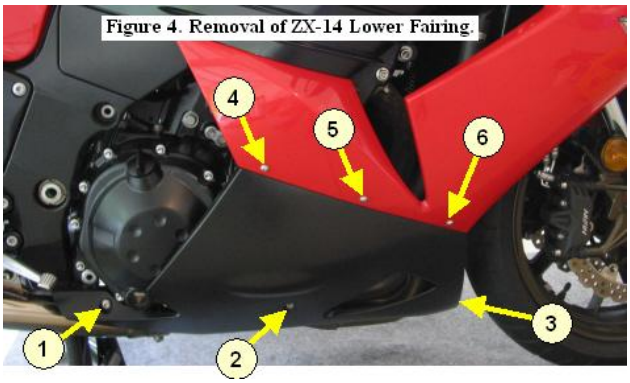


Figure 4. Removal of ZX-14 Lower Fairing.

- Remove the upper fairing fasteners & washers (4, 5, & 6) on the right fairing panel.
- Note that the top of the fairing incorporates slots into which hooks at the bottom of the mid fairing (red bodywork) fit. Pull the bottom of the lower fairing panel away from the bike and then downward to clear the hooks from the slots. The right side lower fairing should now separate easily from the mid-fairing.
- Repeat for the left side lower fairing.

STEP 4: REMOVE THE FAIRING GRILLS

- Remove fasteners and washers at positions 1 and 2 (Fig 5) for the right side fairing grill.
- Remove fastener 3.
- The fairing grill is now held in place by three stoppers inserted into the mid-fairing. Pull the fairing grill away from the mid-fairing to release and remove.
- Repeat for the left fairing grill.

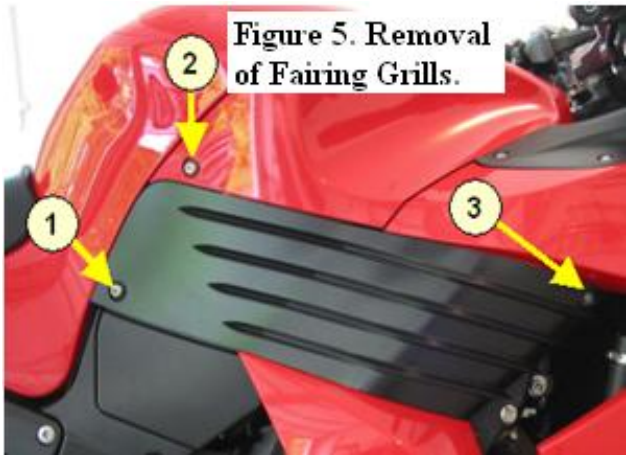


Figure 5. Removal of Fairing Grills.

STEP 5: REMOVE THE TANK COVER: The tank cover is held in place by three fasteners (Fig 6). Note that fasteners 1 and 2 were removed in Step 5. Remove fastener 3. The tank is now held in place by stoppers and hooks located on the right and left side. Pull the tank cover evenly in an outward direction on both sides to clear the stoppers and hooks. Then lift the tank cover to remove it from the bike frame.

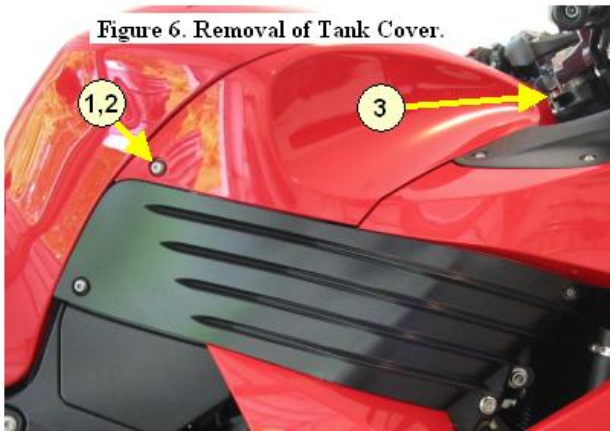


Figure 6. Removal of Tank Cover.

STEP 6: REMOVE THE LEFT AND RIGHT MID-FAIRINGS:

Note that the turn signal wiring is connected to the electrical system using a quick connect. When removing the mid-faring take care not to damage the connector.

- Remove quick rivet 4 under the front of the mid-fairing (Fig 7).
- Remove fasteners at locations 1, 2, and 3.
- Pull the lower section of the fairing outward and then pull the fairing downward to release it from the front fairing. While holding the fairing, disconnect the flasher wiring at the quick disconnect. Now remove the fairing.

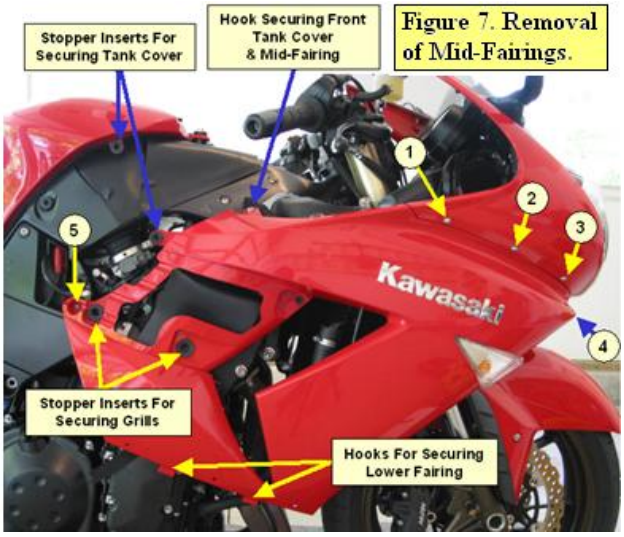


Figure 7. Removal of Mid-Fairings.

STEP 7: REMOVE THE OEM MUFFLER BODIES:

- Loosen the forward mid-pipe clamp.
- Remove the bolt at location 2 (Right side only) (Fig 8).
- Remove the nut at position 3.
- Support the muffler with your leg to release the pressure on the bolt. Remove the bolt.
- Remove the muffler body
- Repeat for the left side.

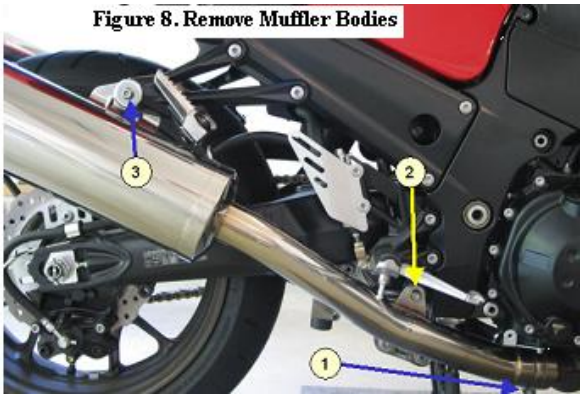


Figure 8. Remove Muffler Bodies

STEP 8: REMOVE THE OEM FRONT SECTION: The procedure described below does not require removal of the radiator.

- Remove the head pipe nuts. There are two bolts per head pipe. Once the nuts are removed do not allow the head pipe flanges to fall and contact the radiator. Carefully move the flange to a position away from the radiator.

- Once all nuts are removed, carefully remove the front section while avoiding contact with the radiator.

STEP 9: INSTALL MOUNTING FLANGES:

Install the four mounting flanges and spigots using OEM nuts hand tight (Fig 9).

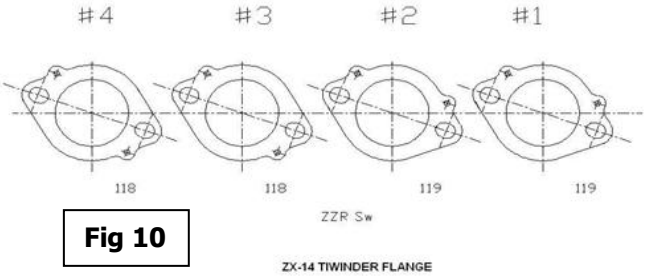
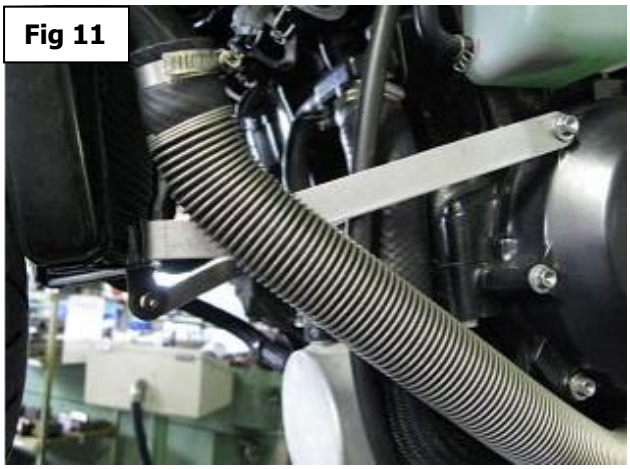


Fig 10

STEP 10: INSTALL THE RADIATOR BRACKET:

Remove the stock radiator bracket and install the provided radiator bracket using the M6x15mm Allen bolt and M6 washers into the left side bottom of the radiator together with the cooling fan bracket (Fig 10). The aft side of the bracket can be mounted using the stock bolt onto the pulsing cover (Fig 11).

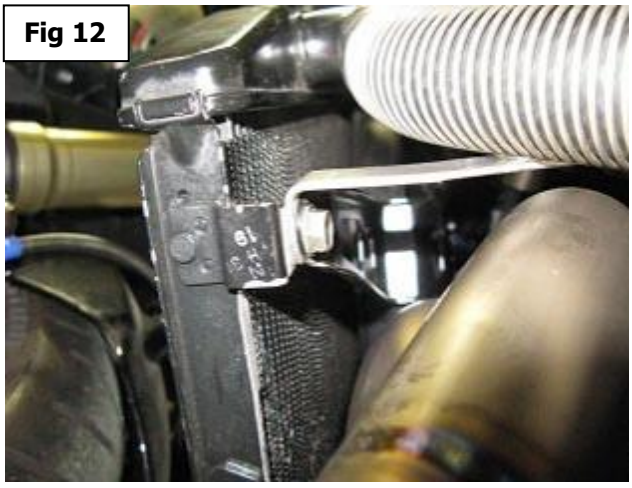
Fig 11



STEP 11: INSTALL THE HEAD PIPES AND COLLECTOR ASSEMBLY:

- Install the two head pipes and collector as an assembly onto the mounting flanges.
- Tighten the flange nuts. Do not over tighten. Max recommended torque is 10 lb-ft (13.5 N·m).
- Attach the springs from the flanges to the head pipes.
- Each head pipe inlet will have two mounting springs which secures them to the flanges.
- Do not attach the springs holding the collector to the head pipes at this time.
- There is a tight fit between the bottom of the head pipe assembly and the radiator, but the two parts should have adequate clearance so that no contact is made. Adjust as required.

Fig 12



STEP 12: INSTALL THE ZIP TIE:

The oil hose is very close to the #2 head pipe, use the zip-tie to keep the oil hose in place and away from #2 head pipe. Do not tighten the zip-tie too much (Fig 12).

STEP 13: INSTALL THE ELBOW PIPE AND MUFFLER:

- Slip the forward end of the elbow pipe onto the aft end of the collector.
- Remove the right side step bracket, locate the muffler bracket inside of the step bracket and install them onto the original position together using the OEM bolts. Do not tighten fully.
- Locate the muffler inlet onto the exit of the elbow pipe and install into the muffler bracket using M8-20 Allen bolt and washer. Do not fully tighten until final adjustments have been made.
- Adjust the assembly by hand as required and then attach mounting springs.
- Tighten the muffler mount bolt and muffler bracket mount bolts securely.
- Trim the right side lower fairing as required and install using the OEM bolts. (Universal cutting instructions are available)

Fig 13

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.

STEP 14: REINSTALL BODY PANELS:

- Wipe down the entire exhaust system with rubbing alcohol.
- Follow supplemental instructions to block off the PAIR valve.
- PAIR valve block off plates are available from Brock's Performance.
- Re-install the fairings in the reverse order of removal.
- The right and left side fairing grills should be the last body panels installed, this will allow access to reach in behind and support the tank cover tab. Lubricate the rubber snap grommet. Support the backside of the tab as and gently push the pin into the rubber snap grommet. After the tank cover has been secured the side fairing grills can now be assembled in reverse order.

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

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