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KAWASAKI ZX-14/R (06-24) CT FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Kawasaki ZX-14/R is a high-performance full exhaust system that replaces the OEM muffler, catalytic converter, and head pipes. The CT system is available is either single or dual outlet options.

CHECK PACKAGE CONTENTS:

The Package Contents Include:

1. Four (4) Mounting Flanges
2. Four (4) Spigots
3. One (1) Right Head Pipe
4. One (1) Left Head Pipe
5. One (1) Collector
6. One (1) Hardware Kit
7. One (1) Elbow*
8. One (1) CT muffler*
9. One (1) Red Plastic Block Off-Cap

Items #7 and #8 come with two (2) for dual systems

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.

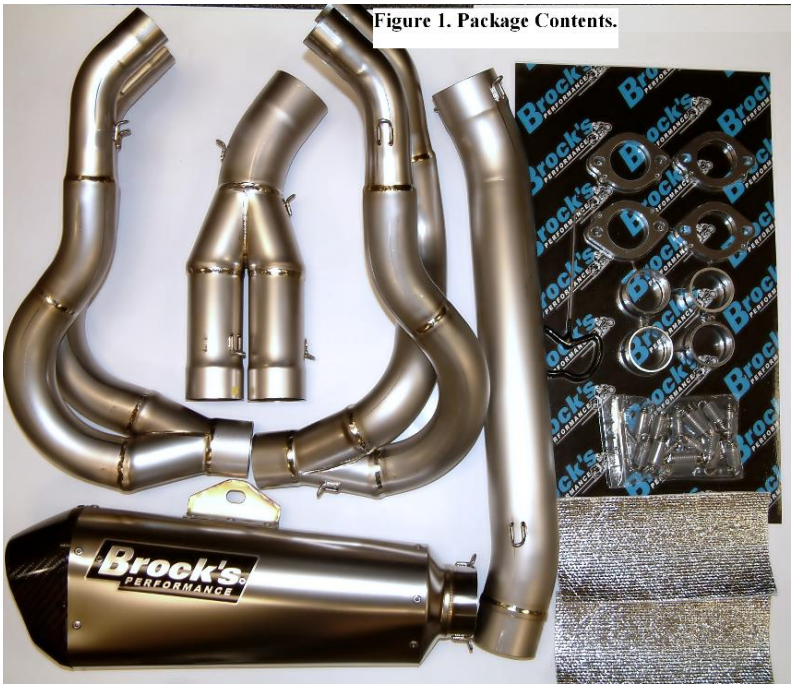


Figure 1. Package Contents.

An installation video is available from Brock's Performance.

STEP 1: GATHER REQUIRED TOOLS: Only a few tools are required to install the exhaust system (Fig 2).

- 3 Allen (Hex Head) Wrenches, Metric Sizes 4, 5, and 6. Note: the smallest hex head wrench shown is used to release the quick rivet. Any similar size tool, such as a small screwdriver can be used.
- Ratchet Wrench with 12mm and 14mm Sockets.
- Socket Extension. (Not required, but allows easier access to some bolts)
- 12 mm and 14 mm Open or Boxed End Wrenches.
- Small-to-Medium Size Flathead Screw Driver.


Figure 2. Tools required

STEP 2: 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 3: 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.

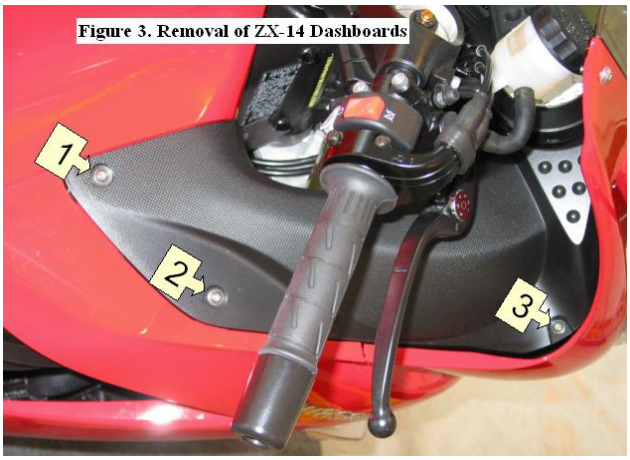


Figure 3. Removal of ZX-14 Dashboards

STEP 4: 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.
- 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 (Fig 8). 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.

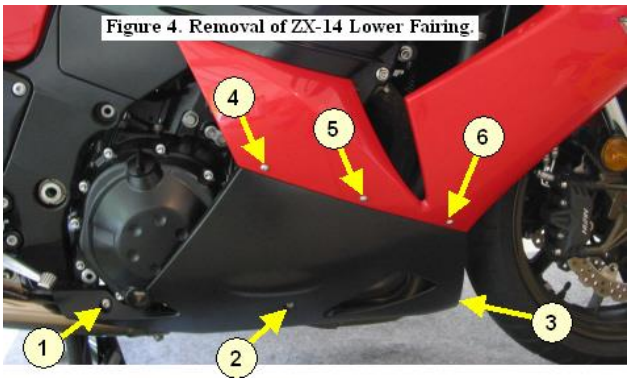


Figure 4. Removal of ZX-14 Lower Fairing.

STEP 5: 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 (Fig 8). Pull the fairing grill away from the mid-fairing to release and remove.
- Repeat for the left fairing grill.

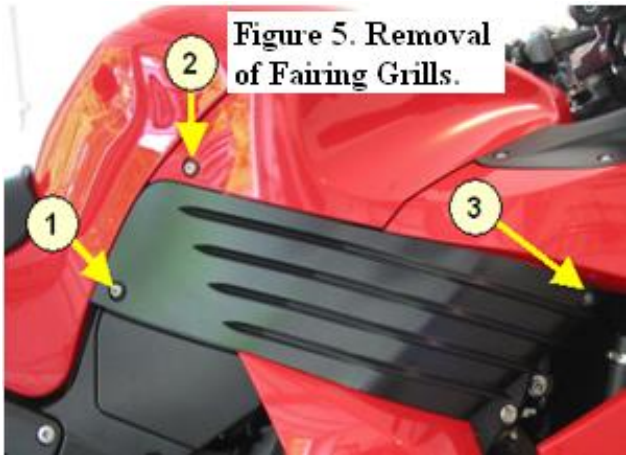


Figure 5. Removal of Fairing Grills.

STEP 6: 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 (Fig 8). 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.

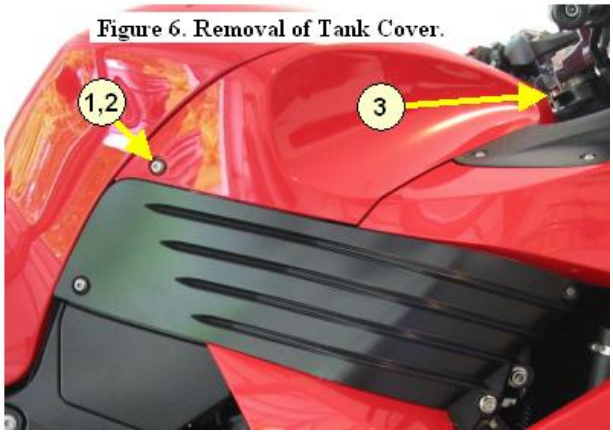
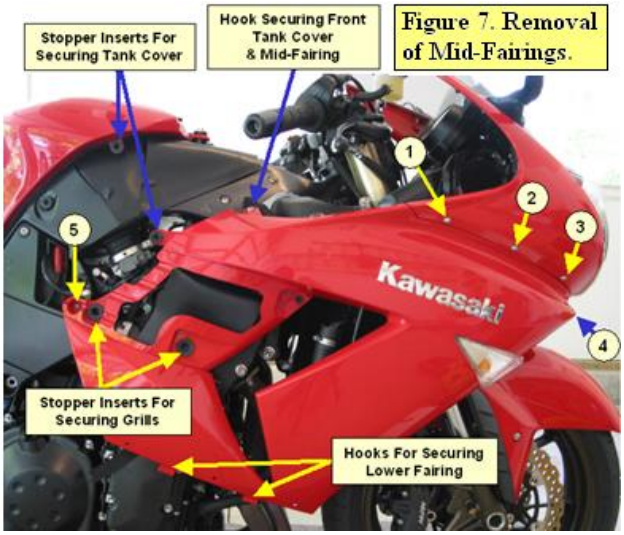


Figure 6. Removal of Tank Cover.

STEP 7: REMOVE THE LEFT AND RIGHT MID-FAIRINGS:

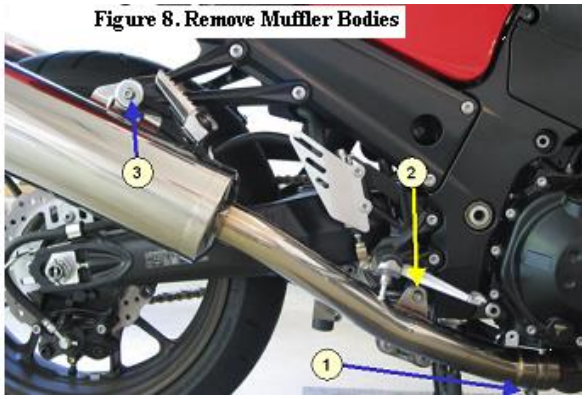
Note that the turn signal wiring is connected to the electrical system using a quick connect. When removing the mid-faring take care not to damage the connector.

- 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.



STEP 8: 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.



STEP 9: 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.

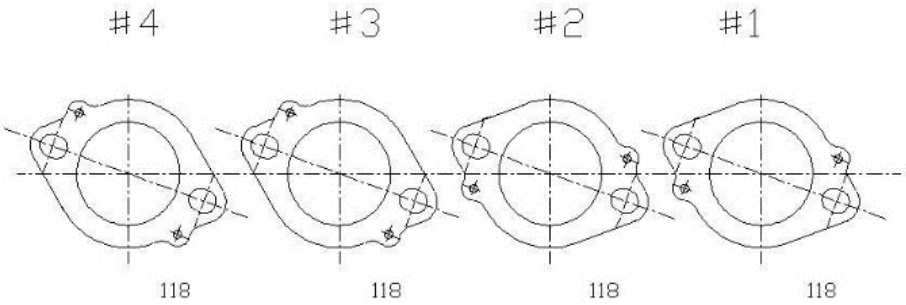
STEP 10: INSTALL MOUNTING FLANGES:

Install the four mounting flanges and spigots using OEM nuts hand tight (Fig 10).

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 one mounting spring which secures it to the flange.
- 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.

Figure 10. Orient Flanges as Shown.



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STEP 12: INSTALL THE ELBOW PIPE AND MUFFLER:

- Slip the forward end of the elbow pipe onto the end of the collector and rotate to maximize clearance from the lower fairing (repeat for left side on dual systems)
- Insert the OEM muffler mounting bolt (4) through the muffler tab, locate the muffler inlet onto the exit of the elbow pipe, and slide the OEM mounting bolt inside the frame bracket. Place the OEM nut on the bolt and tighten the assembly. Do not fully tighten until final adjustments have been made.
- Adjust the assembly by hand as required and then attach remaining mounting springs. Tighten the muffler mounting bolt securely.

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 13: 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.

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.

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.**

Congratulations! Installation is complete.

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

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