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

ZX-14R (06-25) AH2/SM2 FULL EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

The Brock's Performance full exhaust system for the Kawasaki ZX-14R is a high-performance full exhaust system that replaces the OEM mufflers, catalytic converter, and head pipes. It converts the stock dual-muffler design into a single-sided muffler mounted on the right side of the bike.

Check Package Contents:

The Package Contents Include:

1. Four (4) Mounting Flanges
2. Two (2) Head Pipes
3. One (1) Collector
4. One (1) Elbow Pipe
5. One (1) Package Containing Hardware
6. One (1) Muffler
7. One (1) Permatex™ Ultra Copper®
8. 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:

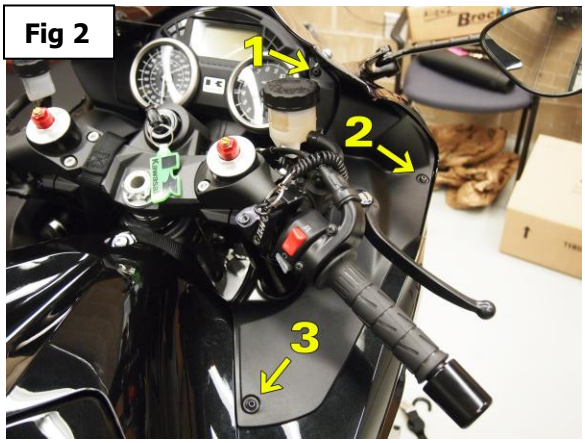
Before installing the performance exhaust system, preassemble all components to check fitment. A slight ovaling of the exhaust tubing can occur during production; this is normal. Apply WD-40® to the pipe joints to ease assembly, adjustment, and disassembly (Fig 1).

Fig 1

STEP 2: Remove OEM Dashboards:

- The dashboards are held in place by 3 fasteners (Fig 2).
- Note that all dashboard and fairing fasteners have thin plastic washers between the fastener head and plastic bodywork. Save the plastic washers to be reused later.
- With a two-handed grip on the inside of the dashboard, gently pull towards the forks to release the tabs holding the dashboard in place. Lift the dashboard upwards to remove.

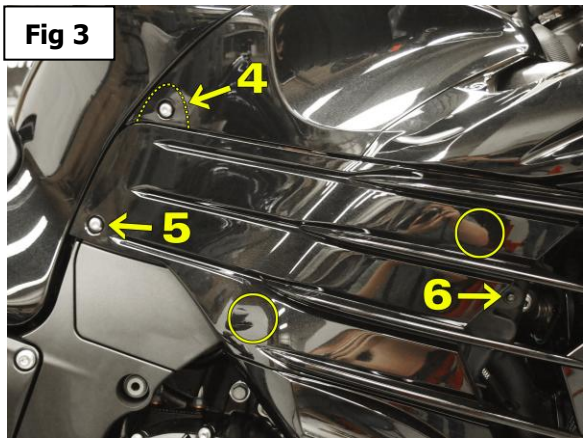
Fig 2



STEP 3: Remove the Left & Right Fairing Grills:

- Remove fasteners and washers at positions 4, 5, and 6 (Fig 3) for the right side fairing grill.
- Note the bolt tab positioned under the tank cover at fastener #4, pull tank cover away slightly to release tab. The dotted line shows location of the hidden tab (Fig 3).
- The fairing grill is now held in place by two rubber snap grommets inserted into the mid-fairing. Pull the fairing grill away from the mid-fairing slightly and slide fairing to the rear to remove. Yellow circles show locations of hidden snap grommets (Fig 3).
- Repeat for left fairing grill.

Fig 3



Caution: When performing the steps below use extreme care when releasing tank cover from side fairing grommets. The mounting tab has been known to break easily.

STEP 4: Remove the Tank Cover:

- The tank cover is held in place by 3 fasteners (Fig 4). Fastener #7 is located on the right side, fastener #8 on the left side, and fastener #9 at the front of the tank cover.
- Remove fastener #9. The tank cover is now held in place by pins.
- Pull the tank cover in an outward direction on both sides to clear the grommets and hooks. Then lift the tank cover to remove it from the bike frame.

Fig 4

STEP 5: Remove Side Fairings:

- A quick rivet is located in the lower nose of the front fairing and holds the left and right panels together. Using a thin blade screwdriver lift the center of the rivet head. Then pull the rivet from the bodywork.
- Remove the quick rivet at location #10 (Fig 5). Use a pin to push the center of the quick rivet inward. Then remove the rivet using a small flat head screwdriver.
- Remove 2 quick rivets at locations #11 and #12 (Fig 6).
- Remove the side fairing fasteners & washers at locations 13, 14, 15, & 16 (Fig 7) on the right fairing panel.
- Remove the fastener at location 17 (Fig 8).
- The side fairing is now connected to the front nose fairing with only hooks and slots (Fig 9). Gently slide the side fairing rearward to separate it from the front nose fairing.
- Note that the turn signal wiring is connected to the wiring harness using a quick disconnect. When removing the mid-fairing take care not to damage the connector.
- Repeat for the left side lower fairing.

Fig 5

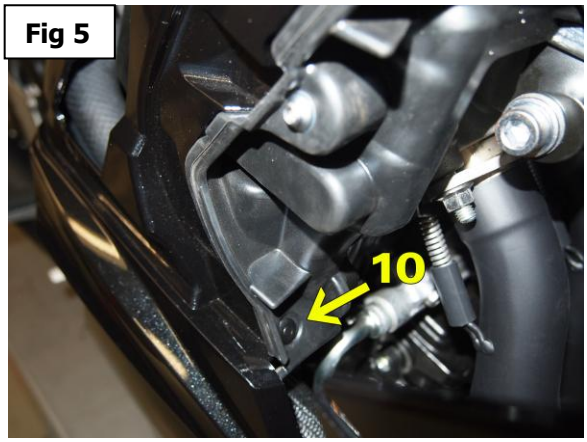
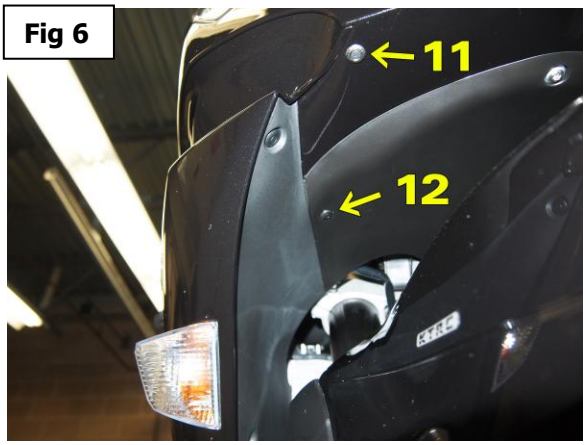


Fig 6



STEP 6: Remove the OEM Muffler Bodies:

- Remove the belly pan by removing the 4 fasteners at location #18 (Fig 10).
- Loosen the mid-pipe clamp at location #19 (Fig 10).
- Remove the bolt at location #20 (Fig 10).

- Remove the passenger rear footpeg bolt at location #21. This bolt will be reused on both sides to secure the bushing (Fig 10).
- Remove the muffler.
- Left side removal is the same except there is no bolt at location #20.

STEP 7: Remove the OEM Front Section:

- The procedure described below does not require 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 the engine block. Remove the bolt (6 x 22mm) from the bracket supporting the lower portion of the radiator. This will allow the radiator to ease forward for additional clearance when removing the OEM front section.
- Remove the mounting nuts. Once the nuts are removed do not allow the header flange to fall and contact the radiator. Carefully move the flange to a position away from the radiator.
- Once all nuts are removed, remove the OEM front section.

STEP 8: Install the Mounting Flanges:

- Note that the spring mounting tabs are oriented on the bottom of the flange.
- Inspect the OEM gasket for damage. Replace as needed.
- Install the four mounting flanges and spigots using the OEM nuts hand tight (Fig 11).

STEP 9: Install the Head Pipes and Collector:

- Install the left and right head pipes
- Install the collector.
- With head pipe assembly now installed onto the mounting flanges torque the flange nuts to 15 lb-ft (20 N·m) or just until the flanges begin to bend.
- Remove the head pipe assembly and apply a thin layer of Ultra Copper to the inside of each head pipe up to ½" (12.7mm) deep.
- Reinstall the head pipe assembly.
- Attach the springs to the mounting flanges (Fig 12).
- Do not attach the springs holding the collector to the head pipes at this time.
- 'Wiggle' the entire assembly with the springs installed to set the pipes into their final location.
- 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 7

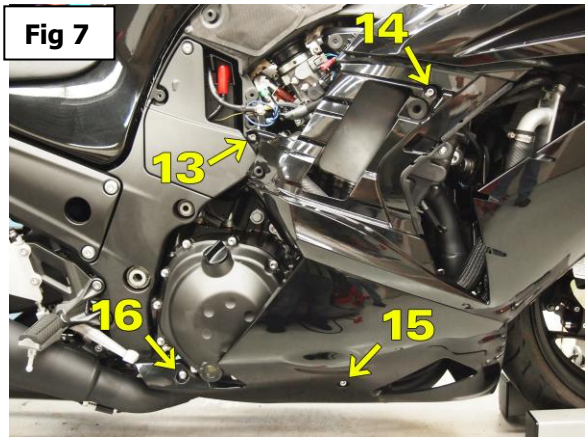


Fig 8

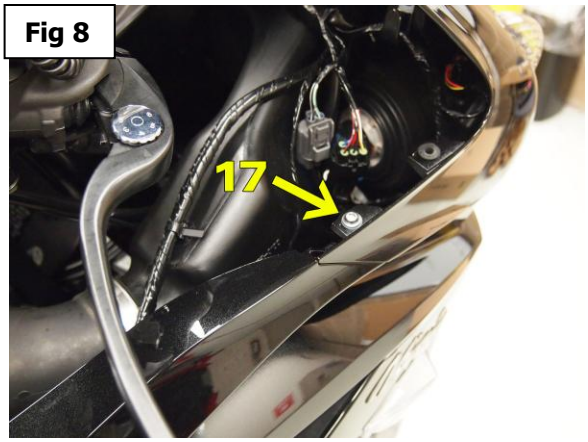


Fig 9

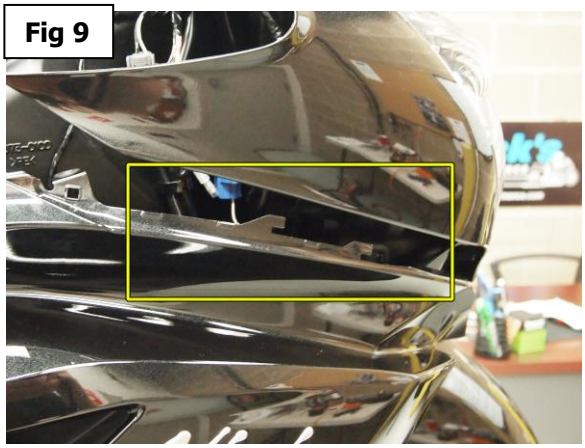


Fig 10

STEP 11: Install the Elbow Pipe and Muffler:

- Slip the large diameter end of the elbow pipe onto the collector. Adjust as necessary so the spring tabs align.
- Install the muffler onto the elbow pipe. Adjust as necessary so the mounting bracket lines up with the OEM mounting location.
- Insert the OEM muffler-mounting bolt through the muffler bracket and into the OEM mounting location. Place the OEM washer and nut on the bolt and tighten hand tight.
- Adjust the assembly by hand as required to ensure proper clearance between the belly pan and muffler, and then attach mounting springs at locations 25, 26, and 27 (Fig 13). Torque the muffler mount 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).

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 12: 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 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.

Fig 11

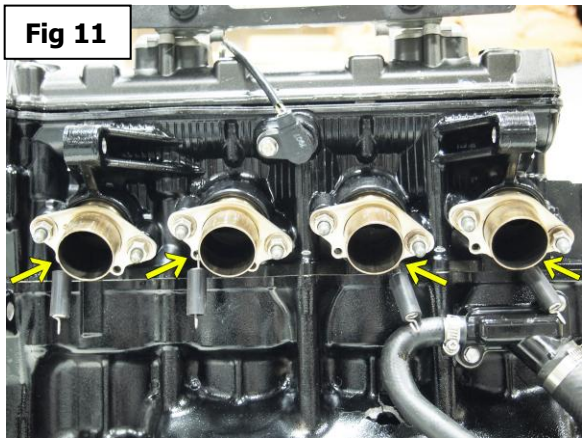


Fig 12

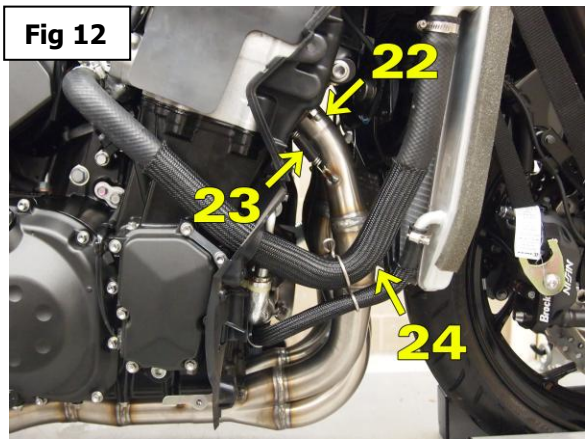
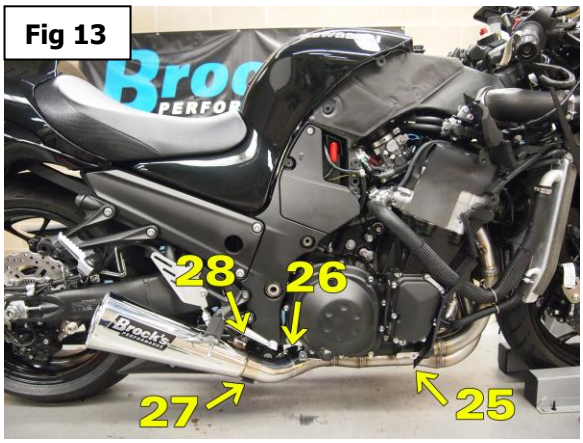


Fig 13



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!

For more information on Brock's Performance Warranty and Terms and Conditions:
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