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

Kawasaki ZX-14R (12-25) Predator Full Exhaust System Installation Instructions

The Brock's Performance Predator full exhaust system for the Kawasaki ZX-14R is a high performance 4-2-1 full exhaust system that replaces the OEM mufflers, catalytic converter, and head pipes.

Check Package Contents:

The Package Contents Include:

1. One (1) Predator Muffler
2. One (1) Noise Reduction Plug (Installed in muffler)
3. Two (2) Head Pipes
4. One (1) Collector Pipe
5. One (1) Intermediate Pipe
6. One (1) Hardware Kit
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.

Removal:

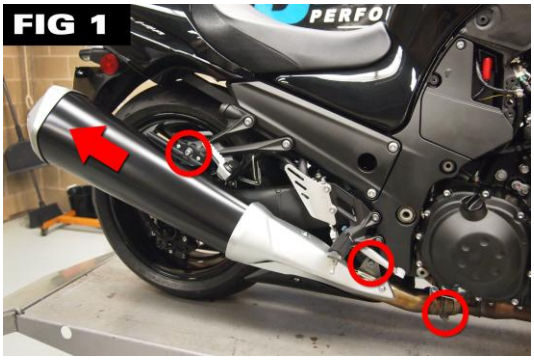
1. Support bike using a wheel stand or lift.

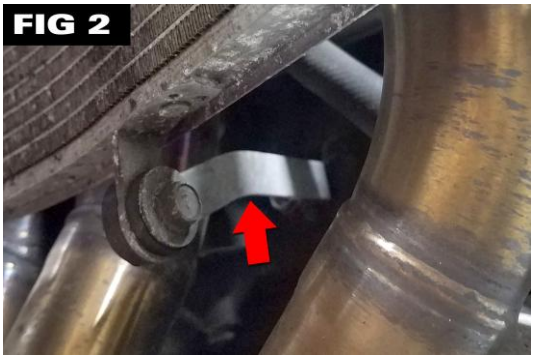
Note: *For steps 2 through 8 refer to OEM service manual and video.*

2. Remove left and right inner covers.
3. Remove fuel tank cover.
4. Remove left and right fairing covers.
5. Remove upper inner fairing.
6. Remove left and right side fairings.
   a. Disconnect turn signal connectors.
   b. Disconnect hoses from charcoal canister (if equipped).
7. Remove rear fairing (if equipped).
8. Remove oxygen sensor (if equipped).
9. Loosen OEM muffler clamp from the right side. (Fig. 1)
10. Remove lower OEM muffler mounting bolt. (Fig. 1)
11. Remove upper OEM muffler mounting bolt. (Fig. 1)
12. Remove right side OEM muffler by pulling rearward. (Fig. 1)
13. Repeat steps 9, 11 and 12 for left side OEM muffler.

Caution: *Radiator removal is NOT required to remove/install head pipes. Clearance is tight, so take care not to damage radiator fins.*

14. Remove lower radiator support bracket (NOT reused). (Fig. 2)
15. Remove eight (8) nuts securing the OEM head pipes. (Fig. 3)
16. Remove OEM head pipes.
17. Remove two (2) bolts securing rear master cylinder/foot guard. (Fig. 4)





Installation:

Note: *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.*

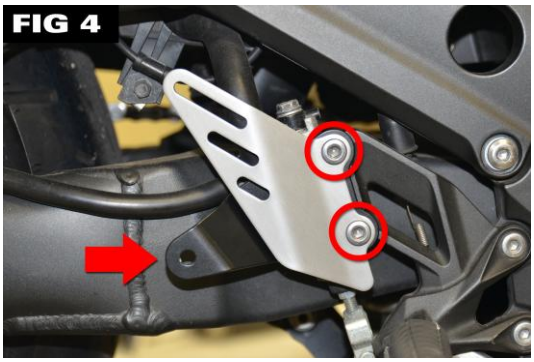
18. Inspect OEM exhaust gaskets for any damage. Replace as needed.
19. Install mounting flanges and collars to the engine block and while alternating between the left and right nut, secure hand tight with eight (8) nuts removed in step 15. (Fig. 5)
20. Install muffler mounting bracket and master cylinder foot guard with bolts removed in step 17. Torque bolts to 18 lb.-ft (25 N·m). (Fig. 4)
21. Install supplied lower radiator bracket and secure to the engine block using the bolt removed in step 14. (Fig. 6)
    a. Do not install bolt into radiator at this time.
22. Install head pipes 1 and 2.
    a. Head pipe 1 goes on the left side (cylinders 1 and 2).
23. Install collector pipe.
24. Install intermediate pipe.
25. Install Predator muffler spacers into rubber grommets. (Fig. 7)
26. Install Predator muffler and secure hand tight with supplied bolt and nut. (Fig. 7)
27. Wiggle entire system to ensure pipes are fully seated.
28. Torque mounting flange nuts to 17 lb.-ft (23 N·m). (Fig. 5)
29. Install one (1) spring to each head pipe to secure to mounting flange. (Fig. 8)

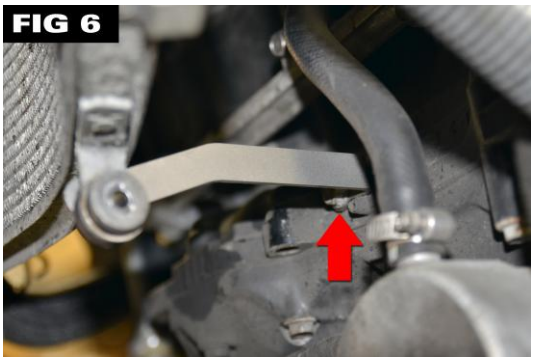
Note: *Install two (2) springs to each head pipe for high power applications.*

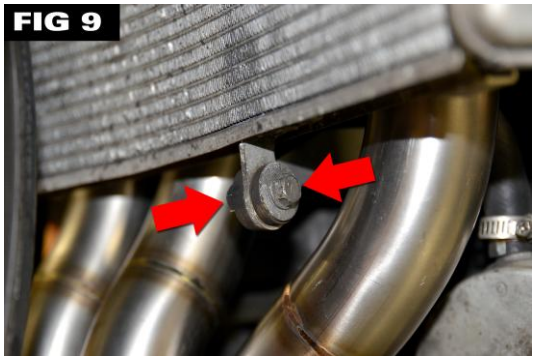
30. Install four (4) springs to secure collector pipe to head pipes and intermediate pipe.
31. Install two (2) springs to secure Predator muffler to intermediate pipe.
32. Torque Predator muffler mounting bolt and nut to 22.5 lb.-ft (30 N·m). (Fig. 7)
33. Install bolt from step 14 and supplied nut to secure radiator to lower radiator bracket. (Fig. 9)
34. Apply nickel based anti-seize to oxygen sensor block off plug and install block off plug and gasket into intermediate pipe. (Fig. 10)

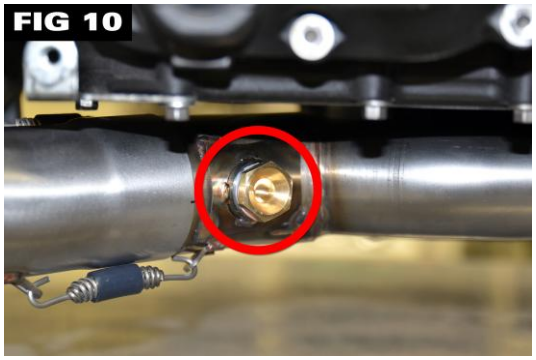
Note: If the bike is equipped with a fuel tuned ECU or Dynojet PCV, removal of the OEM oxygen sensor is required for optimum performance. Block off plugs are included.

35. Remove stickers from head pipes and collector pipe; wipe down entire exhaust system with rubbing alcohol.
36. Follow supplemental instructions and install the PAIR block cap (Document # 996395). PAIR valve block-off plates are available for this model.
37. Reinstall body panels removed in steps 2 through 7.
    a. Left and right fairing covers will be the last body panel installed. This will allow access to reach behind and support the tab on the tank cover.
    b. Lubricate the rubber snap grommet to ease installation and prevent breakage.
38. Noise reduction plug comes pre-installed in the Predator muffler. Remove/install as desired. (Fig. 11)









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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