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CBR1000RR (12-14) Alien Head™/ShortMeg™ Full System Installation Instructions

Step 1: Check Package Contents: The Alien Head™ or ShortMeg™ system is shown below.

The Package Contents Include (see figure 1):

1. One (1) Left Side Primary (cylinders 1 & 2)
2. One (1) Right Side Primary (cylinders 3 & 4)
3. One (1) Collector
4. One (1) Elbow
5. One (1) Alien Head/ShortMeg Muffler
6. Four (4) Flanges
7. One (1) Package Containing Springs, Spring Puller & PAIR Block Off Cap
8. One (1) Installation Instruction Package

If any parts are missing, contact Brock's Performance.

Note: A slight ovaling of the tubing can occur during the manufacturing process, this is normal. A twisting motion may be required during assembly/disassembly.

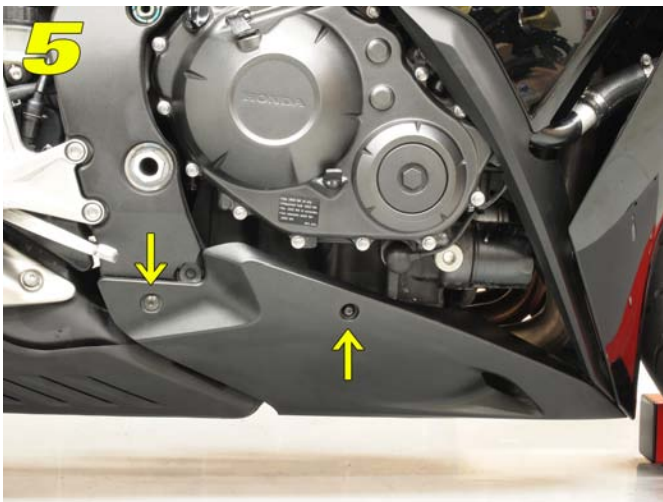
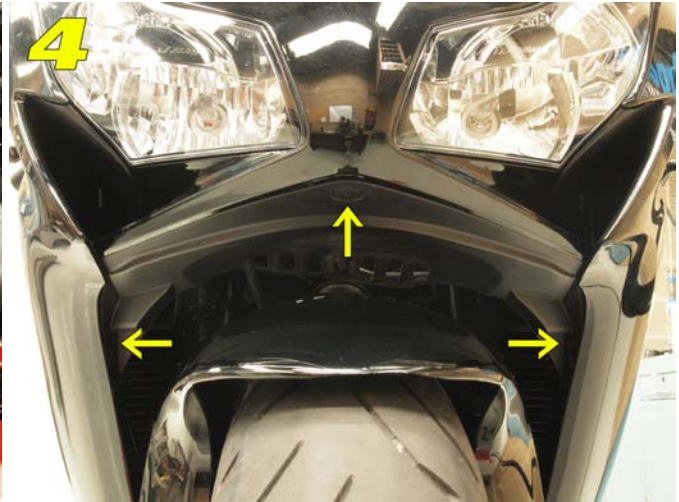
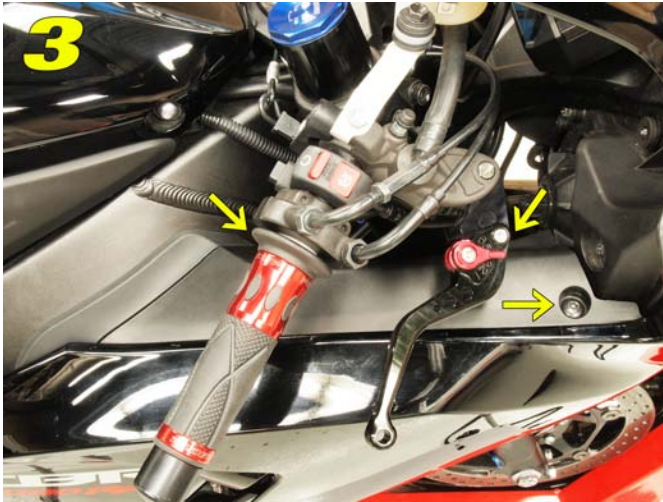


Step 2: Pre-Assemble Primaries, Collector, and Elbow to Ensure Proper Fit Between All Parts:

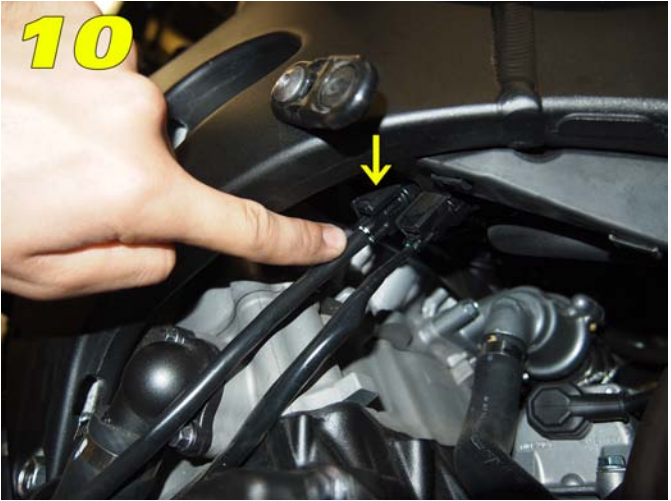
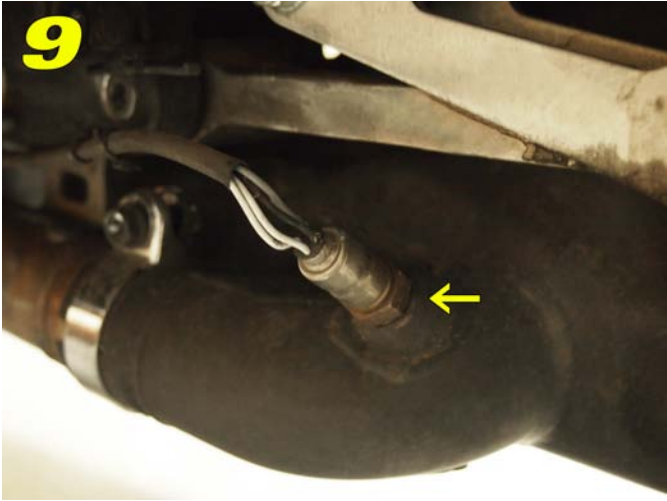
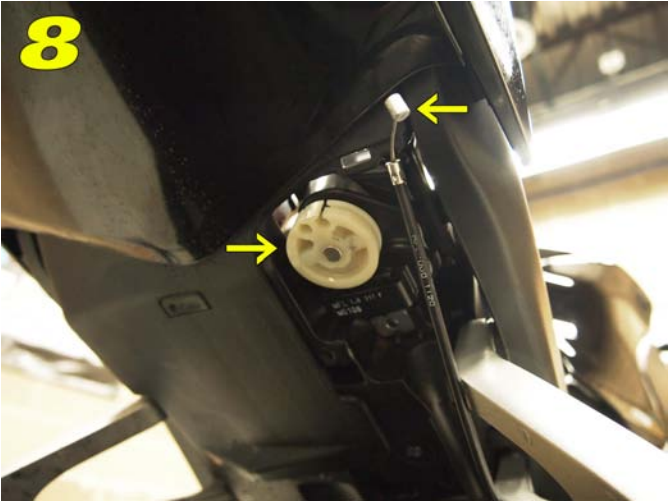
The pre-assembled system is shown (see figure 2.) Pre-assembly helps to detect any potential shipping damage and ensures that all parts fit properly. Apply WD-40® to the pipe joints to ease assembly, adjustment, and especially disassembly.

Caution: During the following steps, the bodywork should remove with ease. If you feel resistance, stop and assess the situation before continuing.

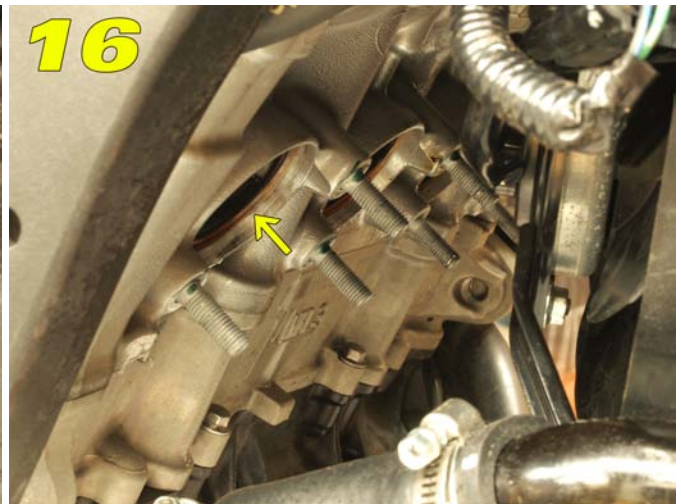
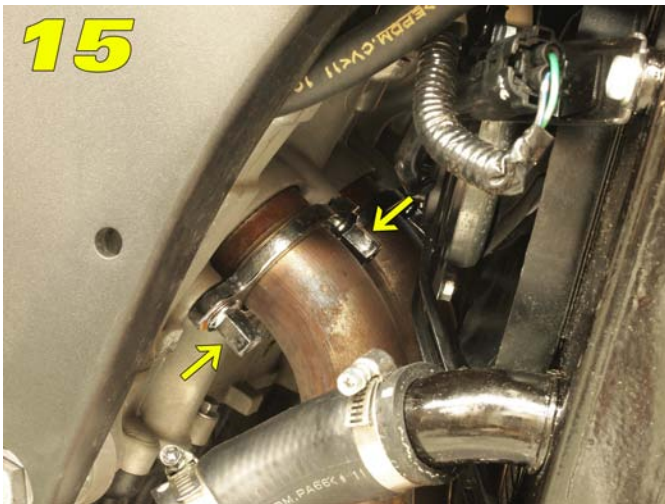
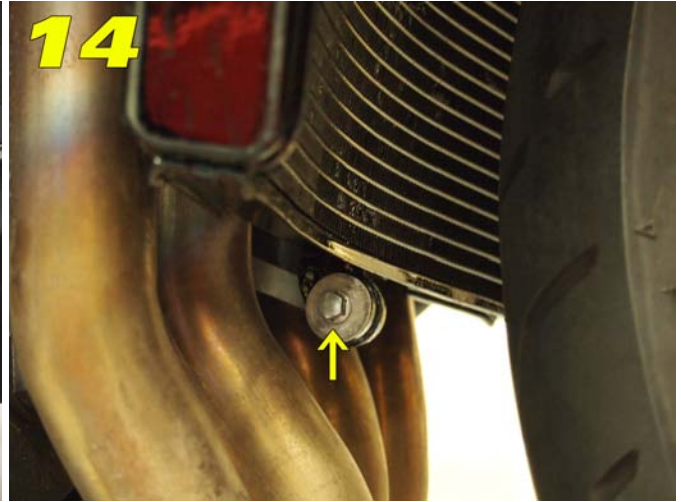
Step 3: Remove Bodywork: Start with removing the air duct cover (outside of air duct tubes), each side has two (2) Phillips head screws and one (1) hex head screw (see figure 3.) Remove the air intake cover (below headlamps) with three (3) plastic fasteners/snap rivets (see figure 4.) Remove the lower cowl, two (2) hex head screws on each side and slide rearward to release clips (see figure 5.) Remove middle cowl, one (1) hex head screw on each side and one (1) plastic fastener/snap rivet on the inside of each cowl, gently pull each outward, detaching the tabs from the upper cowl to remove (see figure 6.) Refer to the factory service manual for more detailed instructions.



Step 4: Remove Muffler: Remove the exhaust valve cable. Under the tail next to the passenger foot peg, remove the small cover with three (3) plastic fasteners/snap rivets (see figure 7.) Turn the pulley clockwise and remove the cable (see figure 8.) Replace the cover. Remove the O2 sensor by unscrewing it from the muffler (see figure 9) and unplugging it from the connector on the left hand side of the bike, under the frame (see figure 10.) Loosen the muffler clamp bolt; it only needs loosened, not removed (see figure 11.) While supporting the muffler, remove the nut and bolt assembly securing the muffler to the muffler-mounting bracket (see figure 12.) Release the exhaust valve cable from its clips. You can now remove the muffler by gently sliding it rearward while supporting its weight.



Step 5: Remove Primaries: Remove the one (1) mounting bolt supporting the exhaust at the rear of the engine (see figure 13.) Remove the one (1) lower mounting bolt from the radiator bracket (see figure 14.) You can gently push the radiator forward to make room for the removal of the primaries. Remove all eight (8) of the nuts holding the four primaries to the head (see figure 15) and remove the OEM primaries. Be careful not to hit the flanges of the pipes on the radiator, some times a piece of cardboard will help in this area for protection of the radiator. Check to be sure the exhaust gaskets are still in the head; these will be reused (see figure 16.)



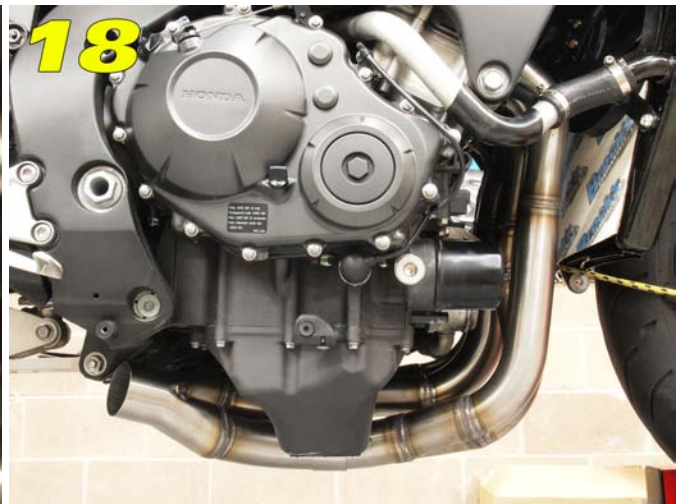
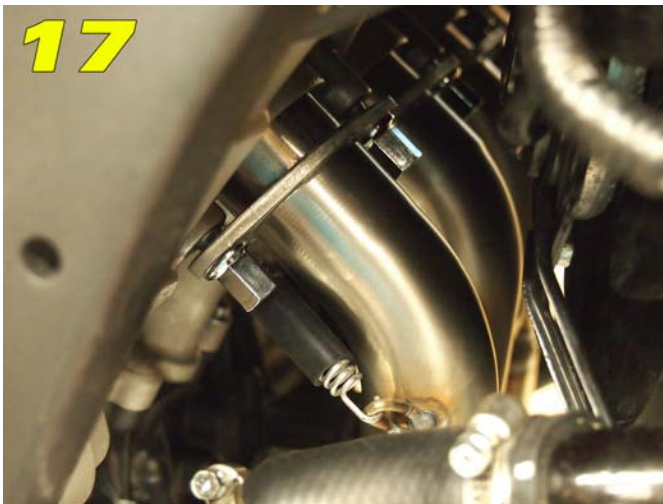
Step 6: Install Flanges: Attach the flanges with the larger flared side against the gaskets in the cylinder head and aligned as shown below. Make sure flanges are flat to the gaskets; do not tighten until the next step.



Step 7: Install Primaries (see figure 17): Install the left side primary (cylinders 1 & 2) onto the flanges, making sure not to hit the radiator. Attach one (1) spring to the tabs on each of the primaries. Repeat for the right side primary (cylinders 3 & 4.) Tighten the flanges to 10-15 ft-lb. to promote a proper seal. Make sure the radiator hose, as well as other hoses have clearance from the head pipes.

Step 8: Install Collector (see figure 18): Install the collector onto the primaries, aligning the spring tabs. Install the two (2) springs. Once the springs are on, move the collector a bit from side to side and up and down to fully seat the collector and primaries.

Step 9: Install Elbow and Muffler (see figures 19 & 20): Slip the large diameter end of the elbow onto the collector. Adjust as necessary to ensure that the spring tabs align and install both springs. Install the muffler onto the elbow. Adjust as necessary to ensure that the mounting bracket lines up with the OEM mounting location. Insert the OEM muffler-mounting bolt through the OEM location and through the bracket on the muffler. Place the OEM washer then nut on the bolt and tighten enough to hold the system in place. Do not fully tighten until final adjustments have been made. Install the springs on the spring tabs and adjust the assembly by hand as required to ensure proper clearance between the belly pan and muffler.



Step 10: Clean System of Finger Prints: With any exhaust system you must clean all oil and finger prints off before starting the motorcycle to ensure there will not be finger prints "burned" into the exhaust. Carefully use a mild cleaner such as Original Bike Spirits spray polish & cleaner.

Step 11: Re-attach Radiator Bracket: To re-attach the radiator to the lower bracket, insert the screw removed earlier in the bottom radiator mount and tighten.

Step 12: Install Bodywork and Check Clearance: Re-install the bodywork in the reverse order that it was removed and check for clearance between exhaust and bodywork. **Bodywork must be at least 1/4 of an inch from any part of the exhaust system.** Brock's Performance does not warrant burned plastic.

Additional: Perform the air valve block off modifications detailed in the instructions included with your purchase. Install the appropriate Power Commander & map for your application.

*****CAUTION: PAIR BLOCK OFF MUST BE PERFORMED IN ORDER TO PREVENT PREMATURE EXHAUST FAILURE. PLEASE REFER TO THE PAIR BLOCK OFF INSTRUCTIONS THAT WERE INCLUDED OR FIND THEM AT BROCKSPERFORMANCE.COM. FAILURE TO PERFORM THIS MODIFICATION WILL VOID PRODUCT WARRANTY*****



All Brock's Performance products are designed for closed-course racetrack use ONLY!

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