



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

Installation Instructions for Brock's Performance TiWinder Exhaust System

The TiWinder Exhaust System for the (1999-2017) Suzuki Hayabusa is a high performance 4-2-1 exhaust, which replaces the stock headers, mid-pipes, and mufflers. It converts the stock dual-muffler design into a single-sided muffler mounted on the right side of the bike.

STEP 1: CHECK PACKAGE CONTENTS: The TiWinder System is shown in Figure 1

1. Four (4) Header Mount Flanges
2. Four (4) Spigots
3. One (1) Right and One (1) Left Side Header (Primaries)
4. One Collector
5. Package Containing Springs, Spring Puller, and Supplemental Information
6. One Elliptical Megaphone
7. One Black Rubber Cap (Not Shown)
8. Two (2) Brackets with Hardware

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

Figure 1: Brock's TiWinder Exhaust System

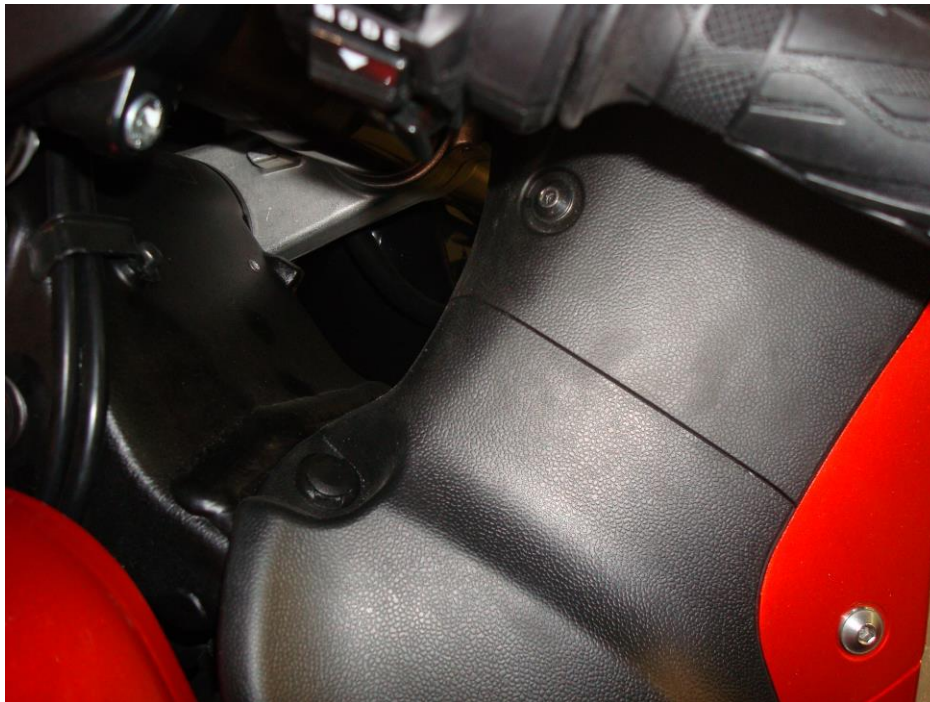


STEP 2: PRE-ASSEMBLE HEADERS, COLLECTOR, AND MID-PIPE TO INSURE PROPER FIT BETWEEN ALL PARTS: Brock's Performance pre-assembles the exhaust system before it is shipped to your door. We ask you to this to insure there wasn't any shipping damage incurred before you start disassembling your bike. A lot of our customers use WD-40 applied to the joints to ease assembly, adjustment, and/or disassembly.

STEP 3: REMOVE BODYWORK: Remove all push pins starting with the 2 under the motorcycle, holding the two side fairings together. Next remove the two pushpins behind the front wheel holding the lower screen to the side fairings.



Remove the screen (chin piece). Remove the belly pan by disconnecting the pushpins behind the regulator/rectifier, and the 4mm Allen bolt on the right side below the foot peg and brake assembly. Remove (2) 4mm Allen bolts on right side fairing, and (2) Allen bolts below the handlebars (one black, one silver). Repeat on left side of motorcycle.



Remove pushpin below handle bars on both sides of motorcycle also. Remove 4 pushpins next to and above front fender.

The bodywork can now be pulled off. There are rubber grommets holding the bodywork on now that all of the fasteners have been removed. Start by pulling the bottom of the bodywork out. The first grommet is connected to the top of the oil pan. Next pull the bodywork away from the frame above the clutch cover. Pull black cover next to gas tank up to remove plastic pin from rubber grommet. Next, lift bottom of bodywork away from motorcycle about six inches and pull down, be very patient because the first time is always the hardest. Once one side is disconnected from the motorcycle remove the other side in the same fashion.

STEP 4: REMOVE THE MUFFLERS:

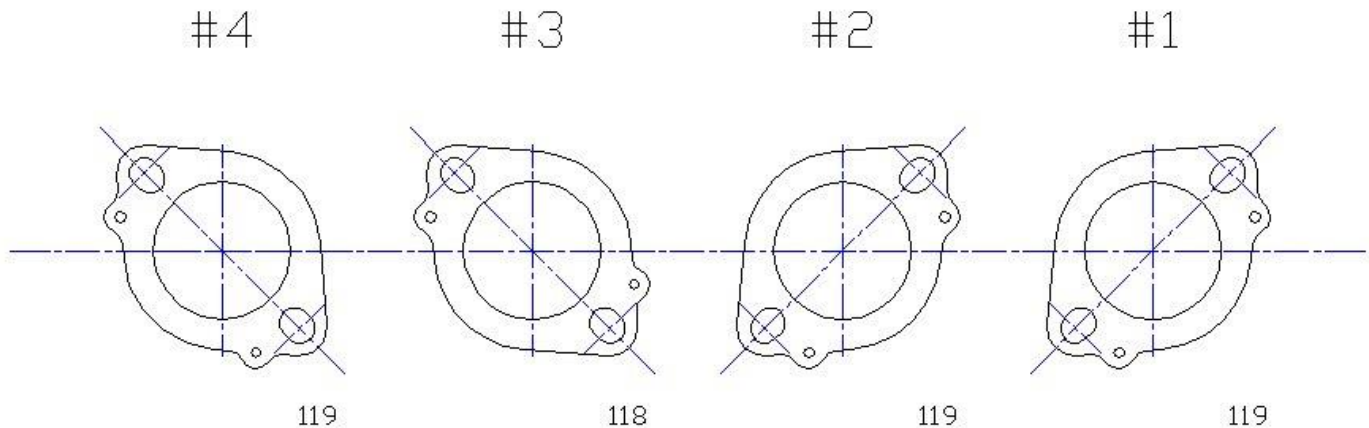
In the rear of the motorcycle you will notice two very large cans...they are the mufflers. Loosen pipe clamp where the elbow meets the exit of the catalytic converter next to the regulator/rectifier on both sides of the motorcycle. Remove the 12mm bolt holding the muffler to the passenger peg. Do this on both sides. Make sure to be careful not to drop the mufflers when they are loosened from the passenger peg.

STEP 6: REMOVE THE HEAD PIPES:

You will notice a bracket holding the radiator to the engine. Remove the bolt so you can push it forward to make room for the removal of the headers. Next remove the brackets for the radiator and oil cooler. Remove all eight (8) of the 8mm Allen bolts holding the four primaries to the head. Be careful not to hit the flanges of the pipes on the radiator, sometimes a piece of cardboard will help in this area for protection of the radiator. Check to make sure the exhaust gaskets are still in the head, you will reuse these. Next, remove the 12mm bolt holding the back of the cat to the bracket, remove the bracket.

STEP 7: INSTALL FLANGES

You will notice the flanges are a two-piece design. The cup has a lip on the inside that must face away from the head, with the flange holding it in the head, make sure both of these pieces are flush so the exhaust may be slipped into them. Keeping them semi loose will help this process. Hang springs from both holes on each flange. On Cylinder number three you will notice you have a different flange. The holes are 180 degrees apart...this is for the spring tabs on #3 primary. See picture.



STEP 8: INSTALL HEAD PIPES:

Install the head pipes to the flanges while making sure not to hit the radiator and oil cooler. You can use Ultra Copper to endorse a good seal between flanges if desired. After one side of the primaries is installed attach the springs to the tabs on the head pipes. Then repeat on the other side. Make sure the radiator, as well as, the hoses have clearance from the head pipes with the supplied radiator/ oil cooler bracket. If you wish to remove the oil cooler you may cut the bottom of the bracket off. If you wish to use the oil cooler please see picture of what needs to be done to the chin piece for clearance.



This would also be a good time to go back to the flanges and make sure you get them tight, about 10-15 ft-lb. to support a proper seal.

At this time, you should replace the right side fairing so you can see where a cut will need to be made in the fairing to clear the collector and megaphone. You need at least 1/4 of an inch around all parts of the exhaust to bodywork. Once the hole is cut it may be necessary to clearance bodywork next to the megaphone.

Reinstall right side bodywork.

STEP 9: INSTALL COLLECTOR:

Install the collector to the head pipes with two supplied springs. Once the springs are on, give the collector a good wiggle so it can seat against the head pipes. You can also put ultra copper on these areas as well.

STEP 10: INSTALL BRACKET AND/OR MUFFLER:

Now would be a good time to remove the foot peg and install bracket. Start by removing the foot peg from the frame. Place the new bracket between the foot peg and the frame and tighten bolts. Loosen 10mm nut holding the clevis for rear brake. Remove the stock clevis. Enlarge the hole for the rear brake clevis so the new, supplied clevis can be installed. Adjust clevis so it will allow rear brake adequate clearance to the megaphone. Install megaphone to check. The megaphone may be installed for final cleaning before engine start.

STEP 11: CLEAN SYSTEM OF FINGER PRINTS:

With any exhaust system you must clean all finger prints, with brake cleaner, on exhaust before starting the motorcycle to insure there will not be finger prints “burned” into the pipe.

STEP 12: INSTALL BODYWORK IN REVERSE ORDER OF REMOVAL:

Before starting the bike make sure that all bodywork is at least 1/4 inch from any part of the exhaust on the motorcycle. Failure to insure proper clearance may result in burned plastic. Brock’s exhaust systems are designed to provide the appropriate clearance. If the minimum clearance is not obtained remove the springs on the exhaust system, loosen the muffler mount and adjust until proper clearance is achieved.

CONGRATULATIONS, INSTALLATION IS COMPLETE!

Brock’s Performance Products are designed for Closed-Course Racetrack use ONLY!

For more information go to: www.BrocksPerformance.com, click: Installation Instructions

Email: advice@brocksperformance.com or call the office at 937-912-0061

Brock’s Performance Products policies and warranty information: www.BrocksPerformance.com, click: Policies



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Installation instructions for (2008-2017) Hayabusa PAIR block-off BPP-S1308-CAP

BPP-S1308-CAP is used to block off emissions (PAIR) to help prevent 'deceleration pop' and also prevents ram-air pressure loss from the airbox after blocking the PAIR.

1. Lift and prop gas tank.
2. Remove PAIR hose from air box port. See figure 1.
3. Place BPP-S1308-CAP on port of air box.
4. Reinstall hose over plugged port. See figure 2.



Fig. 1. **AIR BOX PORT-COVER WITH BPP-S1308-CAP**



Fig. 2. **REINSTALL HOSE OVER PLUGGED PORT**

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