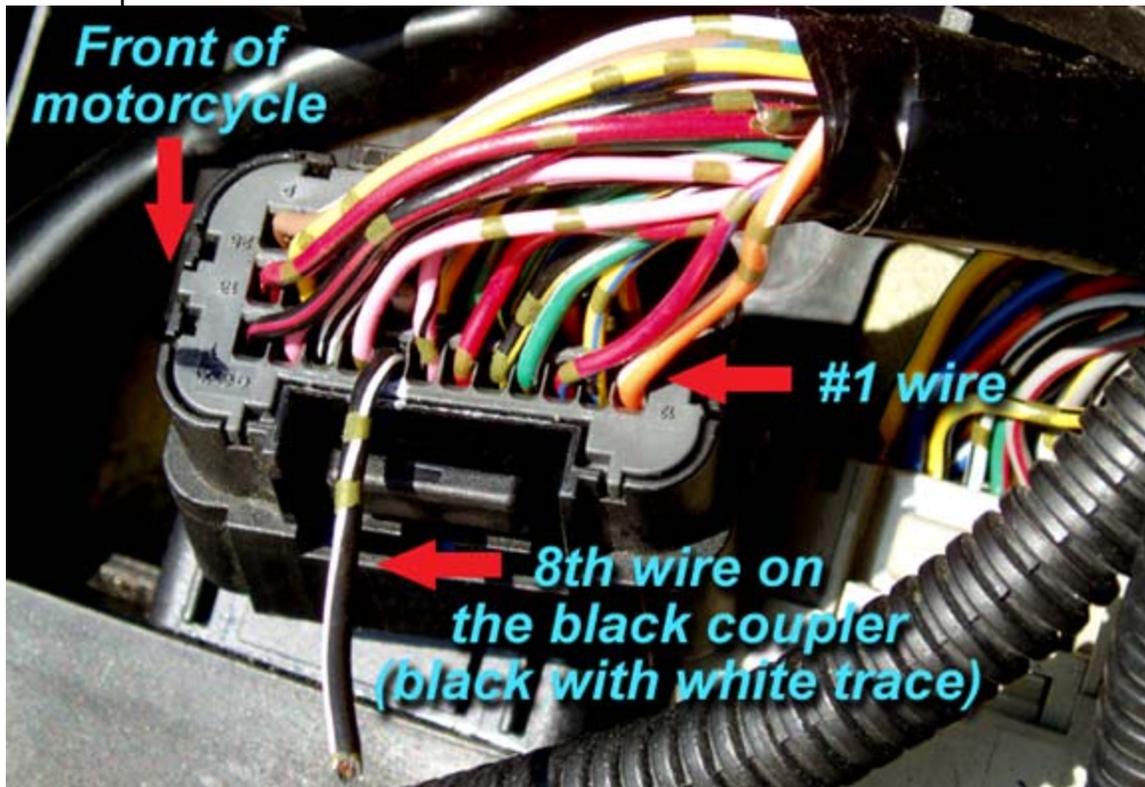


2007 Suzuki GSX-R1000: Check F.I. Light Disconnect Instructions

When installing any Brock's Performance Products Exhaust System on the 2007 GSX-R1000, the following procedure must be followed to prevent illumination of the check F.I. Light.

Note: there is no need to use the "bowtie" plate provided with your system if you perform this modification to the wiring harness.

1. Disconnect the cables from the factory exhaust control valve actuator (EXCVA) located under seat/gas tank on the right side of the bike. DO NOT unplug the EXCVA electrical connectors from the wiring harness. Do not remove the EXCVA unit.
2. Remove the OEM exhaust system, exhaust control valve and cables.
3. Install your Brock's Performance Exhaust System according to the supplied instructions.
4. Locate the Black wire with White tracer (with two green dots) on the right side ECM coupler. See Photo below.
5. Cut the wire approximately 1.5 inches back from the coupler and insulate both ends with electrical tape.



The motorcycle may now be operated in normal fashion without the check F.I. light illuminated.

Note: the "bow-tie" plate included with your exhaust system is NOT required if the above modification is performed.



Installation instructions for 2007 GSX-R1000 PAIR block-off cap BPP-S1007-CAP

BPP-S1007-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 located on front right of air box (while seated on bike.) See figure 1.



Fig. 1.

3. Place BPP-S1007-CAP on port of air box as shown in figure 2.



Fig. 2.

4. Re-install PAIR hose over BPP-S1007-CAP and port as shown in figure 3. (Note: WD-40 may be helpful for installation.)



Fig. 3.

5. Lower tank.

For more information go to www.BrocksPerformance.com, **click:** Installation Instructions
email: advice@brockracing.com, or call the Tech Line: 937-910-0061

Brock's Performance Products policies and warranty information: www.BrocksPerformance.com, **click: Policies**
Brock's Performance Products are designed for Closed-Course Racetrack use ONLY!



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Installation instructions for Brock's 2007 GSX-R1000 Exhaust Systems

The Generation 3 StreetSmart/ Alien Head/ Shortmeg Exhaust Systems for the 2007-08 GSXR 1000 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 Alien Head System is shown in Figure 1

1. Four Header Mount Flanges
2. One Right and One Left Side Header (Primaries)
3. One Collector (Y-Pipe)
4. One Mid-Pipe (Elbow)
5. Package Containing Springs, Spring Puller, and Supplemental Information
6. One Muffler (Optional Alien Head Muffler Shown)
7. One Black Rubber Cap (Not Shown)
8. One Bracket with Hardware (Gen 3 Has Strap and Hanger)

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

Figure 1: Brock's Alien Head System Shown



STEP 2: PRE-ASSEMBLE HEADERS, COLLECTOR, AND MID-PIPE TO INSURE PROBER FIT BETWEEN ALL PARTS: Brock's Performance pre-assembles the exhaust system before it is ever shipped to your door. We ask you to also do this to insure there were no shipping damages 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 body work by removing fasteners. Start with all of the Allen Head bolts, then the plastic fasteners on the front and bottom of bike (behind the front tire). The bodywork is held on by a couple of rubber grommets so the body work may not “fall off” like previous years. Start at the bottom and work your way up. After the bottom is loose, you may need to lift up on the bottom almost like a “wing” to remove the top. Be very careful not to break any tabs off while doing this. Once either side is off continue in the same fashion to the other side. There is no need to take off the guard for the oil cooler, it will stay in place.

STEP 4: REMOVE THE MUFFLERS:

When removing the mufflers always start at the fastener closest to the front of the bike. The bolt only needs to be loosened not removed. Move up the muffler to the passenger peg bolt that secures the back of the muffler. Completely remove the bolt holding the muffler bracket but be careful not to let the muffler drop on the ground when doing this. You may need to apply a little twisting force when removing the muffler. Then proceed to the other side of the bike and repeat these last steps.

STEP 5: REMOVE THE “CAT”:

As you move forward from where the mufflers were connected to the front part of the exhaust system you will notice there is a flat black object that looks like a box...that is the catalytic converter. First, unplug the O₂ sensor from the connection on the left side of the oil pan, and then loosen the front of the cat from the head pipes. Again do not remove the bolt only loosen. Remove the bolt behind the connection of the right muffler and the cat, but be careful not to drop the “cat” on the ground when doing so. Remove the “Cat”.

STEP 6: REMOVE THE HEAD PIPES:

The head pipes are probably the most involved part of the removal of the exhaust system but still not very difficult. Start by removing the cables from the exhaust control valve. Unscrew the bolts at the valve until you can gently pull them out and direct the cables around the wheel so you are able to “pop” out the ends out of the wheel. Let the cables hang on the ground. You will no longer need these. See supplemental page about Exhaust Control Valve. You will notice a bracket holding the radiator and oil cooler to the engine. Remove the bolt so you can push these two forward to make room for the removal of the headers. Remove all eight (8) of the Allen Head bolts holding the four primaries to the head. 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 make sure the exhaust gaskets are still in the head, you will reuse these.

STEP 7: INSTALL FLANGES

Now that everything is out of the way you can install the flanges that connect this system to the engine itself. Install these with the flared side toward the engine with the holes facing up. Do not tighten down; you should only finger-tighten a little at a time so you can make sure there are no exhaust leaks. Hang supplied springs from the outer lower of the two holes on each flange.

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 permit a good seal between flanges and if desired. After one side of the primaries is installed attach the springs to the tabs on the head pipes. Then repeat to the other side. Make sure the radiator as well as other hoses have clearance from the head pipes. This would also be a good time to go back to the flanges and make sure you get them tight...about 10-15 ft-lbs to promote a proper seal.

STEP 9: INSTALL COLLECTOR AND MID-PIPE:

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. Install the mid-pipe (elbow) with two supplied springs as well.

STEP 10: INSTALL BRACKET AND/OR MUFFLER:

If you purchased the Alien Head or Short Meg System, now would be a good time to remove the foot peg and install bracket. Start by removing the foot peg from the frame. Then install longer supplied bolts to hold the bracket to the frame. Place the bracket behind the frame and use two supplied nuts to keep secure. Install Alien Head or Short Meg system by using the supplied bolt, nut and spring.

If you purchased the Gen 3 system install muffler with the two supplied springs. Attach rubber to muffler hanger and peel off protective coating on muffler hanger. Install hanger to muffler using the STOCK muffler bolt.

STEP 11: CLEAN SYSTEM OF FINGER PRINTS:

With any exhaust system you must clean all finger prints off 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 body work is at least 1/4 if and 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!