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Kawasaki ZX-10R M2 V.A.L.E.™ Slip-On Exhaust System



Parts List

QTY.	DESCRIPTION	PART NUMBER
1	M2 V.A.L.E.™ MUFFLER (17.5" RIGHT EXIT)	VARIES
1	MUFFLER CLAMP	VARIES
1	S-BEND TUBE	005-11104N
1	BARREL CLAMP (27-64MSH)	005-27-64MSH
1	18MM SPACER	005-S-18
1	8MM X 55MM BOLT	005-SH855
4	6MM X 14MM BOLT	005-SH614
1	PACKET OF THREADLOCK	031-P09178
1	5MM BALL-END ALLEN WRENCH	N/A
2	TWO BROTHERS RACING STICKERS	015-10197

Care & Cleaning / Warranty

Care & Cleaning

Keep system free of dirt and moisture. Store in a cool, dry place. For cleaning use a mild spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Stainless Steel S-bends: Polished stainless steel pipes will turn a light golden hue after a few heat cycles, this is a normal characteristic of high quality stainless steel.

Carbon Fiber & X-Metal Mufflers: X-Metal CF canisters will shift color from their original silver color to an amber color after a few heat cycles, similar to the way our stainless steel headers shift color. Always make sure the fiberglass packing inside is in good condition and not burned out, as exhaust heat inside an empty canister will deteriorate the Carbon Fiber / X-Metal CF sleeve. TBR sells repack kits (TBR part # 005-10038) that include new rivets and repack material as well as a drill bit (#30), making it easy to do yourself. Also, NEVER dyno test your bike with carbon fiber mufflers installed - the intense heat and lack of cooling air can quickly cause the CF material to burn. Two Brothers Racing does not provide a warranty for burned carbon fiber.

Aluminum Mufflers: Use an aluminum or mag wheel polish such as Mother's to restore the bright finish to factory spec.

Warranty

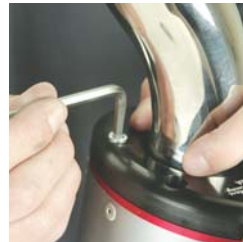
Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

IMPORTANT - PLEASE READ CAREFULLY

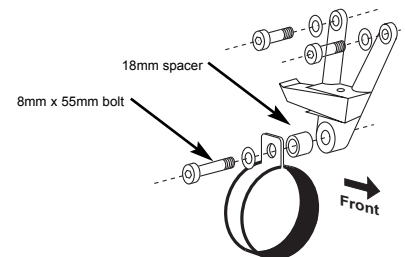
We recommend that this performance exhaust system be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this exhaust system, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on the sidestand or ideally a rear service stand during installation. Be sure to save all stock exhaust components for possible use later.

Installation Instructions

1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on the sidestand or ideally a rear service stand.
2. Loosen the clamp holding the muffler to the header. This clamp is by the right, rider peg.
3. Remove hardware holding the muffler to the passenger foot-peg.
4. Remove muffler with a twisting motion.
5. Join the V.A.L.E.™ cap with the end of the M2 muffler using the supplied 6x14mm screws. Be sure to use the included threadlock on all 4 of the screws. Loosely tighten all four screws. Keep the screws loose enough so that the tube can rotate back and forth inside the V.A.L.E. Cap.



6. Install barrel clamp loosely on connector tube.
7. Install entire assembly onto the header by gently turning it into position. Slide the muffler clamp onto the muffler. Now slide the 18mm aluminum spacer behind the muffler clamp and secure using the 8mm x 55mm bolt and stock nut. Tighten finger tight.



8. Tighten mounting hardware in the following order:
 1. Muffler clamp
 2. V.A.L.E.™ inlet (torque to 7 ft. lbs.)
 3. T-Bolt clamp
 A long 5mm ball-end allen wrench will help with accessing the bolts on the V.A.L.E.™ inlet. Check for proper clearances and alignment and adjust muffler accordingly.
9. Before you run the bike, clean off all fingerprints and dirt, as any oily residue will etch the metal and become somewhat permanent when the system gets hot. Run the bike and enjoy. It is normal for some white smoke to appear the first time you start the bike. This is packing/manufacturing oil from inside the pipe burning off. After 50 to 100 miles, recheck all fasteners for tightness.