

Kawasaki ZX-6R

V.A.L.E.™ Full Exhaust System with M-2 Canister
Part # 005-241010xV



Care & Cleaning

Keep system free of dirt and moisture. Store in a cool, dry place. Make sure vehicle is completely cool before maintenance.

Stainless Header System: 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. Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Titanium Header System: Polished titanium pipes will experience color shift ranging from deep blue/purple through amber after a few heat cycles. This is a normal characteristic of high quality titanium. Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Polished Aluminum Canisters: Use an aluminum or mag wheel polish to restore the bright finish to factory spec.

Carbon Fiber Canisters: Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth. 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 sleeve. TBR sells repack kits (Road - #005-10038, Offroad - #005-10038MX) that include everything you need to easily do it yourself.

Titanium Mufflers: For cleaning use a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth. 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 sleeve. TBR sells repack kits (Road - #005-10038, Offroad - #005-10038MX) that include everything you need to easily do it yourself.

Repack all road canisters at the first signs of packing material deterioration. Part #005-10038

NEVER dyno test your bike with carbon fiber or titanium canisters installed - the intense heat and lack of cooling air can quickly burn through the canister material. Two Brothers Racing does not provide a warranty for burned canisters.

IMPORTANT - PLEASE READ CAREFULLY

We recommend that this performance part be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this performance part, 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 a centerstand or ideally a service lift during installation. Be sure to save all stock components for possible use later.

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.

Installation Instructions

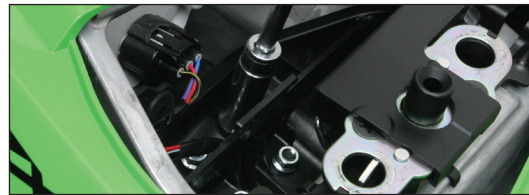
1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on a centerstand or ideally a service lift.

2. Remove side covers and seat.



3. Remove rear passenger seat.

4. Remove OEM rear fender. You will reuse the fender bolts.



5. Remove rear exhaust cover.

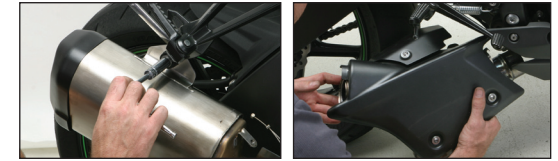


6. Remove exhaust valve cables from servo under seat. Use a wrench to hold server wheel in place or internal gears may break.

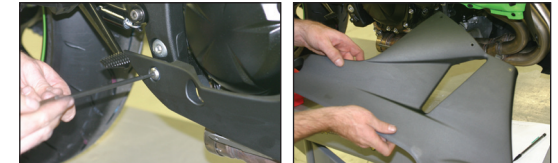


*Keep servo plugged into harness but cables will not be used.

7. Remove OEM muffler assembly.



8. Remove lower left and right fairings.



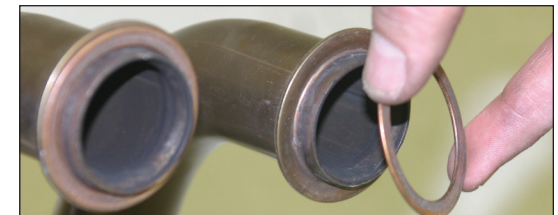
9. Remove front header cover.



10. Remove header pipes.



11. Using the OEM copper gasket between header collar and cylinder head. Install TBR header using OEM bolts.



12. Remove lower rear set mounting bolt and replace with supplied 8x40mm socket head cap screw.





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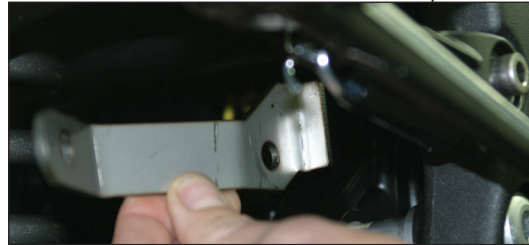
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Part # 005-241010xV



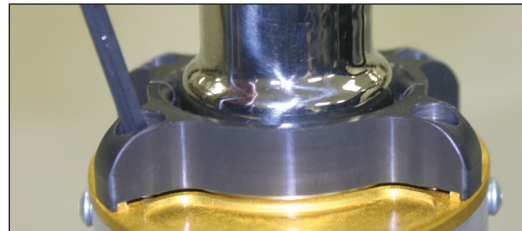
Qty.	Description	Part Number
1	Muffer Canister	Varies
1	Muffer Clamp	Varies
1	Slip-on Tube	005-24101SC
1	Header Kit	005-24101H
2	X-Ring KIT	005-7-2-3KIT
1	Barrel Clamp	005-27-63MSH
1	Fender Bracket	005-19904B
2	Lighted License Plate Bolt	005-8504LTZ
1	Turn Signals (set of 2)	005-88T2
6	Butt Splice Connectors	005-BS1614
1	Zip Tie	005-ZT458B
1	Zip Tie Tab	005-ZTM4
1	Muffer Bracket	005-241-B
1	8x40mm Socket Head Cap Screw	005-SH840
4	6mm Flange Nut	005-FN6
1	8x16mm Flange Bolt	005-FB816
2	8mm Flange Nut	005-FN8
1	10mm Nut	005-NN11

Installation Instructions

- Attach the supplied mounting bracket to the inside of frame and secure in place with the supplied 8mm flange nut. Bracket should be installed as shown in picture.



- Attach TBR muffer to slip-on tube using 2 piece X-Ring and the 4 6x14mm S.H.C.S. and lock washers provided. Leave loose for now.



- Install rubber lined muffer clamp over canister.



- Install the TBR muffer assembly and attach using the flange bolt and nut to secure the muffer in place. Mount the slip-tube using the supplied 10mm nut.



- Check alignment and tighten muffer and the 4 6x14mm V.A.L.E.™ socket head cap screws.



- Tighten OEM joint clamp.
- Install TBR fender eliminator kit using the original bolts and supplied nuts, the nuts will be inside the bike under seat.
- Attach turn signals and plate light bolts using the wire splice connectors supplied to the correct wires in the harness as shown in the Wiring Diagram.
- Re-install seats and covers.
- Double check all your work.
- 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. Also, remove any plastic film from the name badge(s) and/or canister clamp(s). 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. Check for gaps or leaks. If you find a leak, a little high temperature silicon sealant should fix it. After 50 to 100 miles, recheck all fasteners for tightness.

