



401 South Grand Ave., Santa Ana, CA 92705
Tel: 714.550.6070 Fax: 714.550.9661 www.twobros.com



**2005-06 Suzuki
GSX-R1000**

V.A.L.E.™ Slip-On Exhaust System with M-2 Canister
Part # 005-1260406V / 005-1260407V / 005-1260408V



Parts List



Qty.	Description	Part Number
1	Muffler Canister	Varies
1	Rubber Lined Muffler Clamp	Varies
1	Slip Tube	005-12604S
1	HARDWARE KIT	005-126-3
1	X-Ring Kit	005-7-2-3KIT
1	59mm Barrel Clamp	005-27-59MSH
1	Billet Aluminum Servo Cap	005-125-05-01
1	5 x 10mm Socket Head Cap Screw (Bottom)	005-SH510T25
1	Permatex Ultra Black Gasket Maker	031-P22072
1	Sticker Kit	015-10212

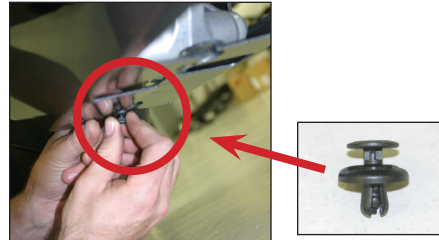
IMPORTANT - PLEASE READ CAREFULLY

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.

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.

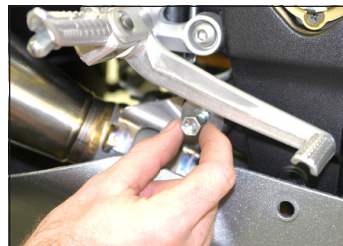
2. From the rear of the cowling, remove 4 button attachment points from center of underside of the cowling.



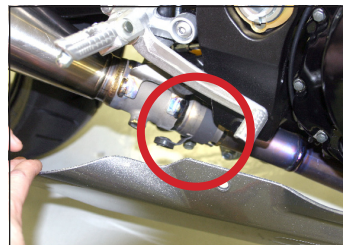
3. Below the right driver's footpeg, remove cowling attachment bolt.



4. Now that the rear end of the cowling is loose, remove lower exhaust mounting bolt.



5. Carefully draw back the cowling to expose the OEM barrel clamp connecting the collector to the exhaust tube. Loosen barrel clamp.



6. Remove OEM bolt and nut from upper muffler canister mounting bracket (below right passenger footpeg).



7. Detach and remove seat by removing left and right side bolts.



8. Detach gas tank (but do not remove from bike) by removing the two front bolts and long attachment bolt at the rear of the tank.





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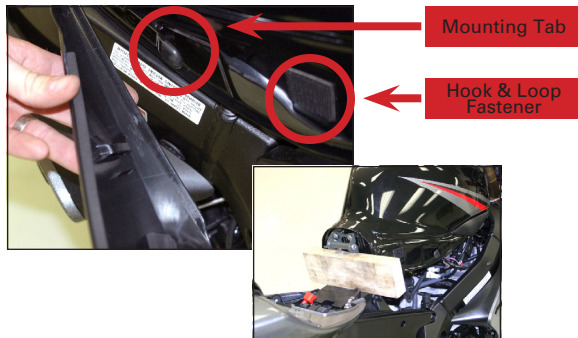


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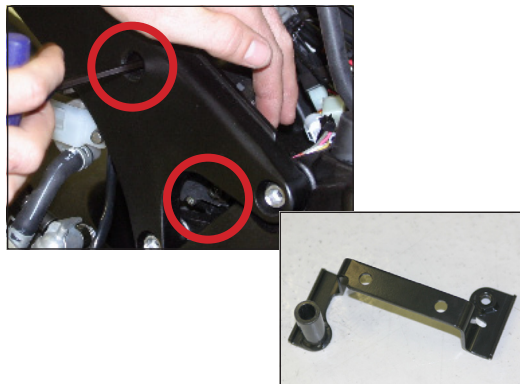
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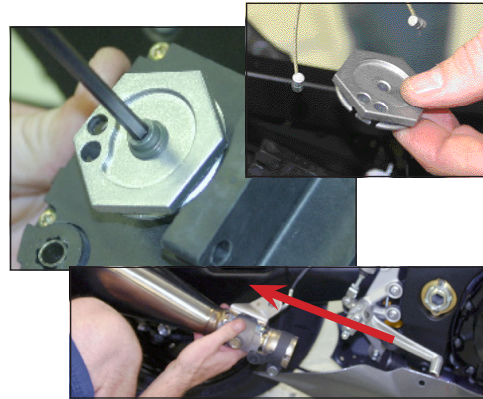
9. Carefully remove tank side trim from both sides by sliding it back off of the mounting tabs and detaching from the hook & loop patches affixed to the tank. Support the rear of the tank on a block of wood to allow access to the exhaust valve servo unit.



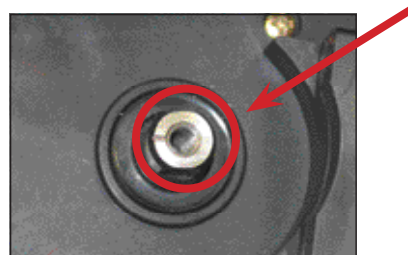
10. From the right side of the bike, remove the two bolts holding the exhaust valve servo unit bracket.



11. Lift out the servo unit and detach the cables from the hexagonal cable stay. Remove hexagonal cable stay from the servo unit. Once cables are detached, carefully remove OEM muffler/exhaust tube assembly.



12. Fl Light Fix: There is a line inscribed on the top surface of the servo shaft. Make sure that this line is facing away from the stop block. If necessary, the shaft can be rotated by momentarily turning the ignition key to engage the electrical system. When the line reaches the correct position, disengage the electrical system.

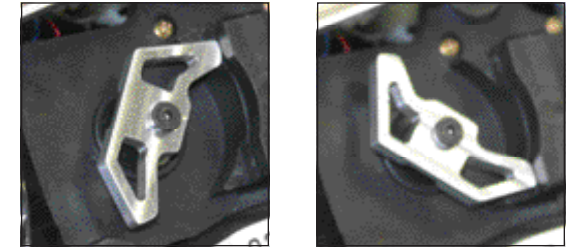


13. Orient the new billet aluminum servo cap vertically with the legs facing the OEM stop block. Make sure that the milled area of the servo cap matches the flats of the servo shaft. Using the supplied 5 x 10mm socket head cap screw, attach the new servo cap to the servo shaft and tighten securely.

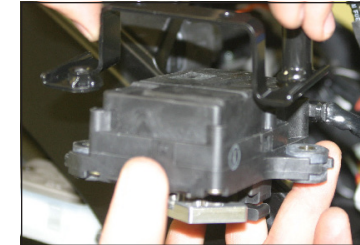


Installation Instructions

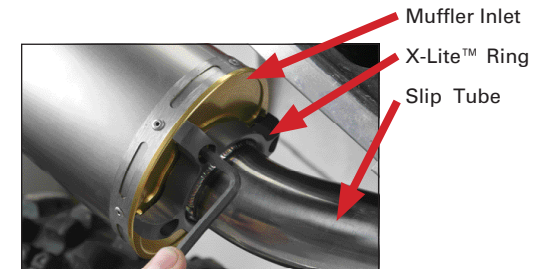
14. Making sure that the area surrounding the new servo cap is unobstructed by tools, body parts, etc., turn the ignition key of the bike to engage the electrical system. Observe that the servo cap rotates to the top of the block, to the bottom of the block, then comes to rest. When the engine is running the servo cap will move in response to throttle activity - this is normal.



15. Return the servo unit to the bracket and re-install.



16. V.A.L.E. Assembly: Use the 4 (four) 6mm x 14mm socket head cap screws and 6mm split lock washers to loosely attach the muffler canister to the V.A.L.E. tube assembly.



V.A.L.E.™ Assembly Detail



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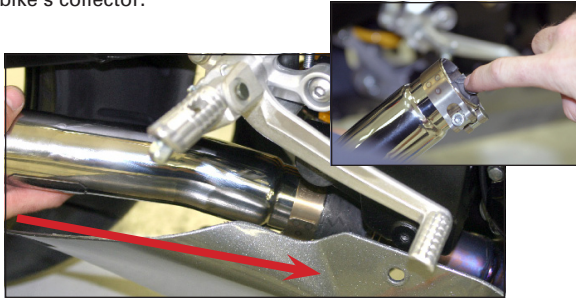


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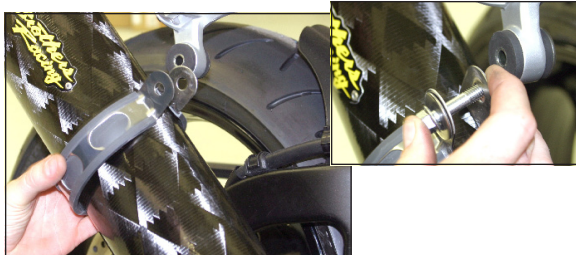
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17. Place the supplied barrel clamp onto the exhaust tube and apply a bead of high-temp sealant around the inside of the exhaust tube. Slip the V.A.L.E. assembly into the bike's collector.



18. Slip the supplied rubber lined muffler clamp onto the muffler canister and loosely attach the clamp to the mount under the rear footpeg using the OEM nut, bolt & spacer. Make sure the spacer is to the outside of the muffler clamp.



19. With the new exhaust assembly in place, securely tighten the 4 V.A.L.E. screws securing the X-Lite™ retaining ring & exhaust tube to the muffler canister.



Securely tighten the muffler canister clamp.



Securely tighten the barrel clamp securing the exhaust tube to the collector.



20. Re-attach lower cowlings, gas tank, gas tank trim and seat.
21. Carefully double check your work to insure that all hardware is securely fastened and all wiring is away from from contact with exhaust canisters and tubing.
22. Before you run the bike, clean off all fingerprints and dirt from the exhaust system, as any oily residue will etch the metal and become somewhat permanent when the system gets hot. Remove any plastic film from name badges and/or canister clamps. 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.

Installation Instructions

Care & Cleaning

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.

Brushed Aluminum Canisters: Clean using a mild water based spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

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 every 3,000 miles. Part #005-10038
Repack all offroad canisters after every 10 hours of use. Part #005-10038MX

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.

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.



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