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## BMW K1200RS/GT Full Exhaust System



### Parts List

Qty.	Description	Part Number
1	MUFFLER (17.5", LEFT SIDE)	VARIES
1	MUFFLER CLAMP	VARIES
1	STAINLESS STEEL HEADER ASSEMBLY	005-5701N
2	80MM SPRINGS	005-S80
1	PACKET OF HI-TEMP SEALANT	031-P22072
1	PACKET OF HI-TEMP ANTI SEIZE	031-P09175
2	TBR STICKERS	015-10197

**NOTE:** You may also need four (4) exhaust port gaskets which are available at your local BMW dealer. We strongly suggest replacing these gaskets whenever installing an exhaust system to ensure a proper seal.



005-5701

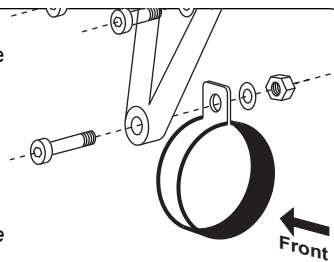
### IMPORTANT - PLEASE READ CAREFULLY

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. Remove the lower fairing.
3. Unscrew the O<sup>2</sup> sensor. Remove the stock exhaust system at the rear canister support bracket and where it bolts to the engine. **CAUTION**-the stock exhaust is very heavy, be careful not to drop it! Also, be careful not to damage the engine sensor located near the front header pipe.
4. Pry out the old exhaust port gaskets and replace with new BMW OE (x4) exhaust port gaskets. A dab of grease will help hold the gaskets in place while you work.
5. Coat the exhaust studs and O<sup>2</sup> sensor threads with high temperature anti-seize compound.
6. Install the TBR headers into the exhaust ports making sure to get a good seat onto the exhaust port gaskets. Next, install the header nuts starting at the rear/outside stud and working your way forward on the outside set of studs. Once that is finished repeat along the inside set of studs. **Tighten header nuts only finger tight at this point.**
7. Be sure to coat the threads of the sensor with the included packet of hi-temp anti-seize. Install the O<sup>2</sup> sensor into the TBR headers. Turning the sensor in the *counter-clockwise* direction a few times then screwing it *clockwise* to install will help make it easier to install and prevent the wire from binding.
8. Place a bead of the hi-temp sealant on the outside edge of the headers that goes into the canister. Slide the TBR canister onto the end of the S-bend pipe. Wipe off the excess sealant that will squeeze out.

9. Carefully slide the muffler clamp over the muffler. (**Note:** The stainless steel canister clamp and the name badge on the canister come from the factory with a clear plastic protective film. Please remove this film before operation.) Attach it to the canister support bracket using the stock BMW hardware. Both tabs of the canister clamp should be located on the inside of the canister support bracket. Leave loose for the moment.
10. Make sure everything is lined up and start to *evenly* tighten up the header nuts to BMW factory torque specification. Tighten the canister support hardware and install the springs as well.
11. Start the bike and check for leaks around the exhaust ports and the header/canister junction.
12. Reinstall the lower fairing.
13. 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. 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.



### 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 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.

**Chrome Header System:** Chromed header tubing will turn blue close to the exhaust ports, this is normal. To prevent corrosion you must keep the header pipes clean.

**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

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