



401 South Grand Ave., Santa Ana, CA 92705 USA
Tel: 714-550-6070 Fax: 714-550-9661 www.twobros.com

Mfg: Honda Make: 919

Year: All

Product: Full Exhaust System



Parts List

1- Header Assembly	1- 8mm nut
1- Canister (slip-on, right exit)	1- Hanger bracket
1- Canister clamp	1- Packet of Hi-Temp Anti-Seize
1- S-bend	1- Packet of Hi-Temp Sealant
4- Connector springs (#005-S80)	1- Rear Stainless Steel Brake Line
1- 6mm x 40mm bolt	NOTE: You may also need four (4) exhaust port gaskets which are available at your local Honda dealer. We strongly suggest replacing these gaskets whenever installing a full exhaust system to ensure a proper seal.
1- 6mm washer	
1- 10mm x 16mm hex bolt	
1- 8mm x 20mm bolt	
1- 8mm washer	

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

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.

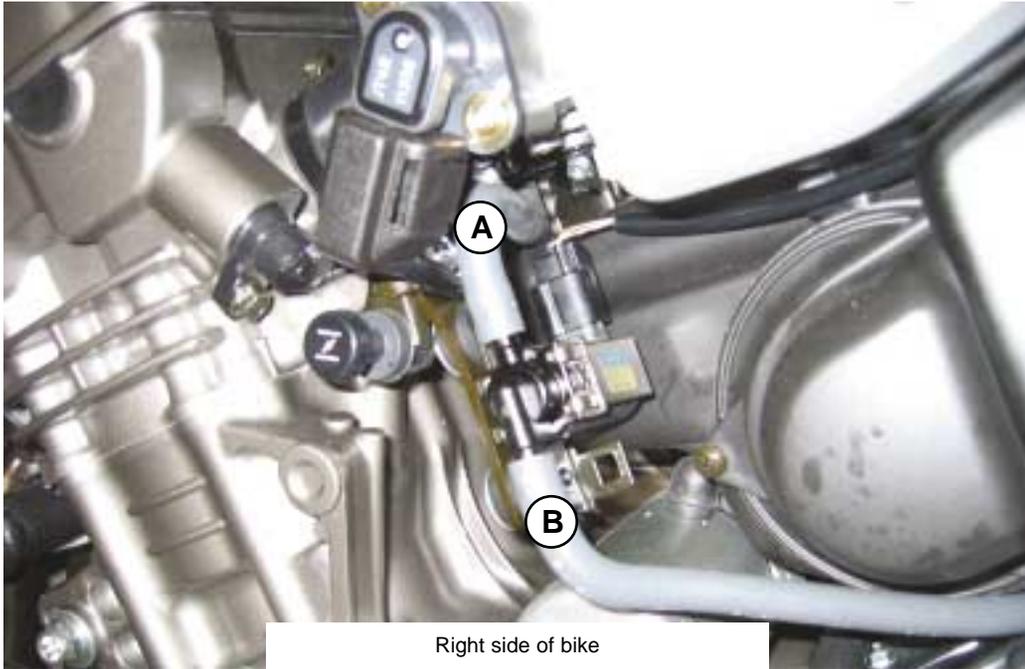
IMPORTANT - PLEASE READ CAREFULLY

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.

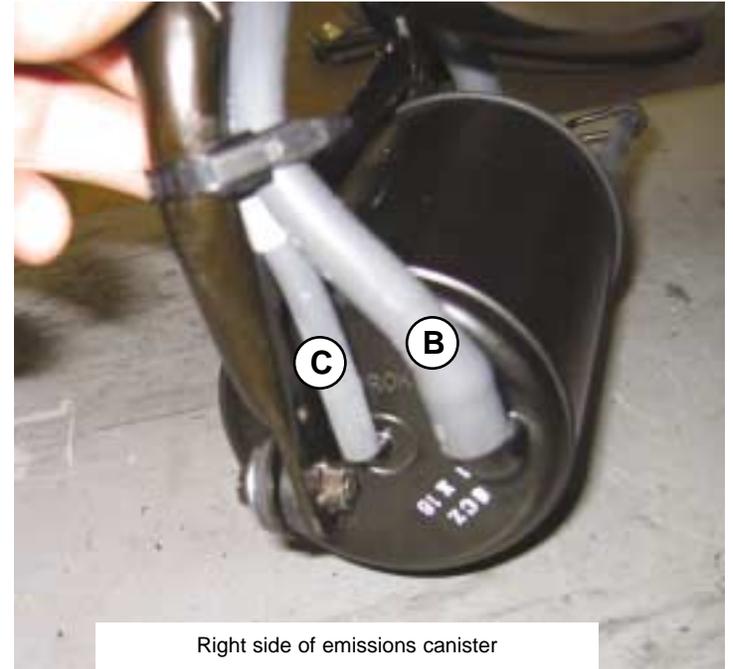
Installation Instructions

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. Remove the grab rail, seat and tail section.
3. Remove the 6mm x 10mm buttonhead bolts from the underside of the rear fender.
4. Loosen the clamps that hold the stock canisters at the "Y" connector pipe. Remove the stock mufflers.
5. You will need raise and support the rear of the motorcycle and remove the rear shock in order to remove the "Y" connector pipe. *The rear shock must be removed in order to remove the "Y" connector pipe from the motorcycle.*
6. After removing the "Y" connector pipe reinstall the rear shock. Be sure to torque all bolts to factory specifications.
7. Replace the stock rear brake line with the stainless steel line provided. **Be sure the brake line does not touch the exhaust system.**
8. Unbolt and remove the headers from the bike. **CALIFORNIA BIKES ONLY-**On California (CA) bikes the emissions canister is in the way and will need to be removed in order to mount the TBR headers. You will need to disconnect hose "A" from the exhaust solenoid and plug it using the 10mm x 16mm hex bolt. You can then remove hose "B" (the other end of this hose connects to the right side of the emissions canister). Unhook hose "C" (smaller diameter hose) from the emissions canister and let it vent to the atmosphere. Unbolt the emission canister bracket and remove the assembly from the bike.
9. Carefully pry out the old exhaust port gaskets and replace them with new exhaust port gaskets. A small dab of grease will hold them in place while you mount the new header.
10. Apply anti-seize to the exhaust studs. Install the new headers, **do not tighten yet.**
11. Place a bead of the hi-temp sealant on the outside edge of the headers. Install the S-bend onto the header. Wipe off the excess sealant that will squeeze out.
12. Attach the hanger bracket to the right side passenger footpeg bracket (see photos).
13. Place a bead of the hi-temp sealant on the outside edge of the s-bend 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.
14. 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.*) You may need to twist and turn the S-bend a little to get it in the right place. Locate both tabs of the canister clamp outside of the hanger bracket. Use the 8mm bolt, washer and nut to secure it. **Leave loose for now.**
15. Make sure everything is aligned and tighten all hardware starting at the front of the bike first. Affix the connector springs.
16. Reinstall the grab rail and tail section. Be sure to check the operation of the key prior to reinstalling the seat as the lock mechanism can easily be jammed during seat cowl installation. **DO NOT INSTALL SEAT IF KEY CANNOT BE REMOVED FROM LOCK MECHANISM.** Reinstall seat only after lock works properly.
17. 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.

See reverse for installation photos



Right side of bike



Right side of emissions canister



Inside view of right side passenger footpeg bracket



Right side passenger footpeg bracket



Left side of emissions canister