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**Mfg:** Honda **Make:** 919

**Year:** All

**Product:** Single Slip-On Exhaust System



**Parts List**

Qty.	Description	Part Number
1	Muffler (17.5", Right Exit)	Varies
1	Muffler Clamp with Rubber Liner	Varies
1	Stainless Steel S-Bend	005-9004T
2	80mm Springs	005-S80
1	T-Bolt Clamp (27-61MSH)	005-27-61MSH
1	Single Slip-On "L" Mounting Bracket	005-90B
2	6mm x 20mm Socket Head Cap Screws	N/A
1	8mm x 16mm Socket Head Cap Screws	N/A
1	Rear Stainless Steel Brake Line	012-HN90-SR-1
1	Packet of Hi-Temp Sealant	031-P22072
2	TBR 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 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 (see picture).
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. The new brake line does not follow stock routing. **Be sure the brake line does not touch the exhaust system.**
8. Install the new TBR bracket on the underside of the rear fender (see picture) using the supplied 6mm x 20mm bolts.
9. Place a bead of the hi-temp sealant on the outside edge of the header that goes into the s-bend. Slide the s-bend onto the end of the header. Wipe off the excess sealant that will squeeze out. Use the stainless steel T-bolt clamp to secure it. **Leave loose for now.**
10. 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.
11. Carefully slide the canister clamp over the canister. **(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 clamps toward the inboard and underside of the rear fender. Use the 8mm x 16mm hardware to secure the clamps. **Leave loose for now.**

12. Make sure everything is aligned and tighten all hardware. Some tweaking may be required for proper alignment. Be sure you have proper clearances between the exhaust system and the motorcycle. Affix the connector springs to the muffler.
13. 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.
14. Be sure to allow the sealant to dry per the manufacturer's instructions before starting the bike. 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.

**Bracket Detail**



**Underside Detail**

