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BMW F650GS Stash Slip-On Exhaust System



Parts List

QTY.	DESCRIPTION	PART NUMBER
1	C4 ROUND MUFFLER (17.5", LEFT SIDE)	VARIES
1	C4 STASH MUFFLER (16", RIGHT SIDE)	VARIES
2	MUFFLER CLAMPS	VARIES
1	S-BEND TUBE	005-4504N
2	80MM SPRINGS	005-S80
1	8MM X 45MM FLANGE BOLT	N/A
2	8MM X 20MM FLANGE HEAD BOLTS	N/A
3	8MM NYLOCK NUT	N/A
2	8MM WASHER	N/A
1	8MM LARGE OD WASHER	N/A
1	6MM X 25MM SOCKET HEAD CAP SCREW	N/A
1	6MM WASHER	N/A
1	18MM SPACER	005-S-18
1	STASH STABILIZER BRACKET	005-45B
1	BARREL CLAMP (27-61MSH)	005-27-61MSH
2	90-DEGREE BRACKET (WITH 8MM HOLES)	005-44TB
1	THREAD LOCK	031-P09178
1	HI-TEMP SEALANT	031-P22072
2	TWO BROTHERS RACING STICKERS	015-10197

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 stock exhaust canisters.
3. Install the 90° bracket on the left side of the bike per the photo. Reuse the stock torx bolt to secure. Repeat for other side.
4. Place a bead of the hi-temp sealant on the outside edge of the header that goes into the S-bend. Slide the barrel clamp onto the end of the s-bend (the end with the slots cut into it). Slide the S-bend and barrel clamp onto the end of the header. Wipe off the excess sealant that will squeeze out.
5. 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.
6. 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 90° bracket. Use the 8mm x 20mm flange bolt and 8mm nut & washer to secure it. **Leave loose for now.**



Picture taken from underneath left side of bike

7. Install the 18mm spacer and Stash Stabilizer Bracket per photo. Use the 8mm x 45mm bolt, 8mm large OD washer and 8mm nylock nut & washer to secure. **Leave loose for now.**
8. Loosely secure the front of The Stash™ canister to the Stash Stabilizer Bracket using the 6mm x 25mm bolt and 6mm washer. Apply thread lock to this bolt to properly secure.
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.**) Locate both tabs of the canister clamp outside of the 90° bracket. Use the 8mm x 20mm flange bolt and 8mm nut & washer to secure it. **Leave loose for now.**
10. Make sure everything is aligned and tighten all hardware. Affix the connector springs to the muffler.
11. 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.



Finished Installation detail (preproduction bracket shown)

<<<<Lock Notice>>>>



Unlocked

It is very important that you fully secure/lock the endcap in place. Failing to do so will result in the possible loss/damage of the endcap. The "dots" will be lined up when properly done.



Locked

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.
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.