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**Mfg:** Suzuki **Make:** SV650  
**Year:** All  
**Product:** Full Exhaust System



#### Parts List

##### Standard Mount

- 1- Front Header Assembly
- 1- Rear Header Assembly
- 1- Stainless Steel S-Bend (# 005-8901T, Standard Mount) (#005-8901HT, High Mount)
- 1- Canister (slip-on, right exit)
- 4- Connector springs (#005-S80)
- 1- Packet of Hi-Temp Sealant (#031-P22072)
- 1- Packet of Anti-Seize (#031-P09175)

##### High Mount (additional items)

- 1- Aluminum Hanger Bracket (#005-89HB)
- 3- 45mm Allen Bolts
- 1- 8mm Nylock Nut
- 4- 8mm Washers

*NOTE: You may also need two (2) exhaust port gaskets which are available at your local Suzuki dealer. We strongly suggest replacing these gaskets whenever installing an exhaust system to ensure a proper seal.*

#### 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

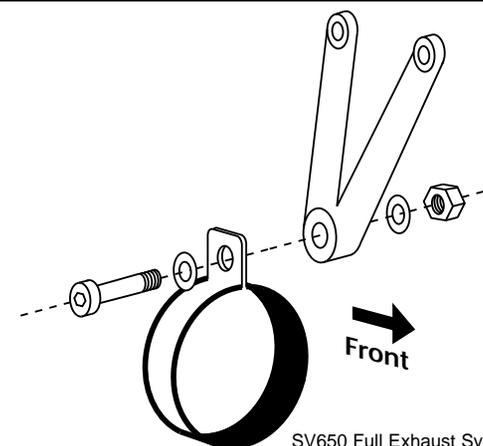
*We recommend that this performance exhaust system be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this exhaust system, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle 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 entire stock exhaust, undoing hardware at the passenger footpeg and both cylinder heads.  
**HIGH MOUNT-** Remove the passenger footpeg brackets. Install the high mount hanger bracket on the right side.
3. Install the new exhaust port gasket into the rear cylinder port. A little dab of grease will hold these in place while you work. Apply anti-seize compound to the exhaust studs. Mount the new rear header pipe in the same fashion as the stock items. **DO NOT TIGHTEN YET.**
4. Install the new exhaust port gasket into the front cylinder port. A little dab of grease will hold these in place while you work. Apply anti-seize compound to the exhaust studs. Install the front pipe and collector, pushing the rear cylinder pipe *completely* into the rear collector pipe. Install the spring to this junction. **DO NOT TIGHTEN YET.**
5. 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.
6. 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.
7. 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 footpeg bracket using the stock hardware. Leave loose for now. Use the stock hardware to secure.
8. When everything is in place and aligned, tighten all hardware (exhaust flange nuts and canister clamp bolt). Begin at the front of the bike and working your way back. Install the springs.
9. 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.

#### Canister Clamp Detail



SV650 Full Exhaust System.qxd