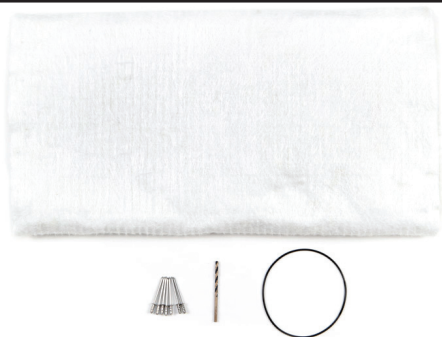




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Two Brothers Racing S1R/TARMAC REPACK KIT

Part # 005-10038S1



Description

Repack all road canisters every 5,000 miles. Part #005-10038
Repack all off road canisters after every 10 hours of use. Part #00510038MX

| Qty. | Description | Part Number |
|------|------------------|-----------------|
| 1 | Packing Material | 005-PACKING |
| 7 | Marson Rivet | 005-H-51-54SSPG |
| 1 | O-Ring | 005-7-7 |
| 1 | 6mm Drill Bit | 005-9-DBTIN |

IMPORTANT - PLEASE READ CAREFULLY

We recommend that this performance part be installed by a qualified technician. If you have any doubts as to your ability to install this performance part, 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 a center stand or ideally a service lift during installation. Be sure to save all stock components for possible use later.

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.

Care & Cleaning

Care & Cleaning

Keep system free of dirt and moisture. Store in a cool, dry place. Make sure vehicle is completely cool before maintenance.

Repack all road canisters every 3,000 miles. Part #005-10038

Repack all off road canisters after every 10 hours of use. Part #005-10038MX

NEVER dyno test your bike with carbon fiber or titanium canisters installed - the intense heat and lack of cooling air can quickly burn through the canister material. Two Brothers Racing does not provide a warranty for burned canisters.

Installation Instructions

1. Make sure the bike is completely cool before starting the installation and is secured to a center stand or ideally a service lift. Then, remove the muffler assembly from the bike.
Note: The following steps pertain to both the Tarmac and S1R mufflers.
2. Using the provided drill bit, carefully drill rivets on the outlet side of the muffler to remove rivet heads. Then with a punch and hammer, drive the rivet body through the muffler sleeve and outlet.



3. Separate the outlet flange and inner core from the muffler sleeve.

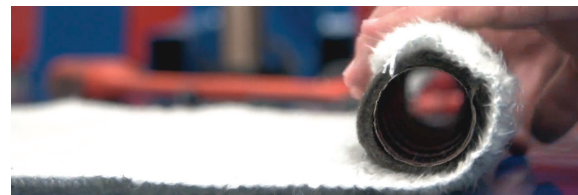


4. Remove all existing packing material from the perforated core, if your canister came with a stainless steel wool wrap around the core leave this in place.



5. Measure the core and cut new packing one inch longer.

6. Wrap the new packing material around the perforated core tightly and wrap as much of this material around the core as will fit into the sleeve. Use masking tape to secure it.



7. Insert the newly wrapped perforated core into muffler sleeve. Replace o-ring on outlet flange and then install into the sleeve. Make sure the perforated core seats fully into both inlet and outlet flange completely.



8. Use a hole punch to align rivet holes.



9. Using a rivet tool and the provided stainless steel rivets, rivet the outlet flange back onto the muffler end. Re-use original rivet bands. Make sure all the holes line up the same way as they did originally or your muffler may end up pointing in a different direction when installed.



10. Check for proper canister/collector alignment and reinstall the canister(s) to the motorcycle.
11. Double check to make sure that all hardware is tightened 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.