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Mfg: Honda Make: CBR1100XX (Blackbird)

Year: All

Product: Full Exhaust System



Parts List

- 1- Stainless Steel Header
- 1- Stainless Steel S-Bend
- 1- Canister (slip-on, right exit)
- 3- Springs
- 1- Canister Clamp
- 1- Centerstand Stop Bracket
- 1- 10mm x 75mm Bolts (centerstand bracket)
- 3- 10mm Washer
- 1- 10mm Nylock Nut

- 1- Packet of Anti-Seize
- 1- Packet of Hi-Temp Sealant

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 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 all lower fairings, enough to get to the exhaust pipes. You should not need to remove the radiator.
3. Remove the stock exhaust canisters by removing the mounting hardware at the passenger footpeg brackets and loosening the clamps located at the canister/header junction.
4. Remove the stock headers.
5. Install the new exhaust port gaskets into the cylinder ports. A little dab of grease will hold these in place while you work. Apply anti-seize compound to the exhaust studs. Mount the new header in the same fashion as the stock items. **Leave loose for now.**
6. Install the S-bend pipe onto the end of the header. **Leave loose for now.**
7. 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.
8. 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.**) Attach it to the footpeg bracket using the stock hardware. **Leave loose for now.**
9. You might need to twist the S-bend and/or canister a bit to line everything up. Check for proper canister/S-bend alignment. **When everything is properly aligned, tighten all hardware and clamps and install the springs.**
10. 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

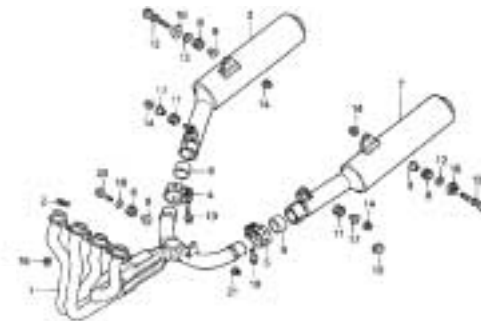
or leaks. If you find a leak, a little high temperature silicon sealant should fix it. After 50 to 100 miles, recheck all fasteners for tightness.

Centerstand Stop Bracket Installation Instructions

1. Included with this kit is a small bracket that looks a little like a duck (*reference photo*). This bolts to the lower shock mount. **NOTE:** You'll need to remove the lower shock mount, and this is easier if you have adequate room for enough rear wheel travel. The centerstand bracket uses one 10mm x 75mm bolt, one 10mm nut and three 10mm washers. One washer goes under the head of the bolt. The remaining two washers go on either side of the centerstand stop bracket.



OE Exhaust System



Canister Clamp (Right Side) Detail

