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**Mfg: Honda Make: CBR600F3**

**Year: All**

**Product: Full Exhaust System**



**Parts List**

- 1- Header (#005-0701N-Stainless Steel or #005-0703N-Chrome)
- 1- Canister (slip-on, right exit)
- 1- Canister clamp
- 1- Stainless Steel S-bend
- 4- Connector springs (#005-S80)
- 1- Packet of Hi-Temp 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**

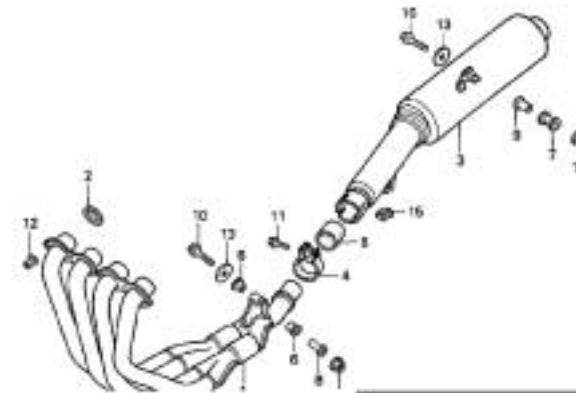
*We recommend that this performance exhaust system be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this exhaust system, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle 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 the lower/side fairings in order to gain access to the headers.
3. Loosen the clamp that holds the muffler to the headers. Remove the hardware that holds the stock muffler at the passenger footpeg bracket and remove it from the bike.
4. Remove the header. Carefully pry out the old exhaust port crush gaskets and replace them with new gaskets. A small dab of grease will hold them in place while you mount the new header.
5. Apply anti-seize compound to the exhaust studs. Install the new headers. Don't be afraid to tweak the pipes slightly if they don't go into the cylinder ports right away. **Leave loose for now.**
6. Place a bead of the hi-temp sealant on the outside edge of the header. Slide the S-bend connector pipe onto the end of the headers, using the stainless steel T-bolt clamp to attach it to the headers. Wipe off the excess sealant that will squeeze out. **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 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 passenger footpeg bracket. Use the stock hardware to secure it. **Leave loose for now.**
9. Make sure everything is aligned and tighten all hardware. Affix the connector springs.
10. Before you run the bike, clean off all fingerprints and dirt, as any oily residue will etch the metal and become some-

what 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.

**OE Exhaust System**



**Canister Clamp Detail**

