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Suzuki V-Strom DL1000 Dual Slip-On Exhaust System



Parts List

QTY.	DESCRIPTION	PART NUMBER
1	17.5" RIGHT SIDE EXIT MUFFLER	VARIABLES BY MODEL
1	17.5" LEFT SIDE EXIT MUFFLER	VARIABLES BY MODEL
1	RIGHT SIDE SLIP ON TUBE	005-4804NR
1	LEFT SIDE SLIP ON TUBE	005-4804NL
1	HARDWARE KIT	005-48-3
2	BARREL BAND CLAMP	005-27-61MSH
4	80MM SWIVEL HOOK SPRING	005-S80
2	26MM ALUMINUM SPACER	005-S-26
2	8X70MM SOCKET HEAD CAP SCREW	005-SH870
2	8MM FLAT WASHER	005-WF8
1	PERMATEX ULTRA BLACK GASKET MAKER	031-P22072
2	TWO BROTHERS RACING DECAL	015-10208-A

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 passenger footpegs (left and right).
3. Loosen the clamps that holds the muffler connector pipes to the headers.
4. Remove the hardware that holds the stock mufflers to the bike. Be sure to remove the stock exhaust gaskets from the header as you will NOT reuse it.
5. Place a bead of the hi-temp sealant on the outside edge of the header that goes into the s-bends. Slide the S-bend connector pipes onto the end of the headers, using the barrel clamps to attach it to the headers. **Leave loose for now.** 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-bends that goes into the canisters. Slide the TBR canisters onto the end of the S-bend pipes. Wipe off the excess sealant that will squeeze out.
7. Carefully slide the muffler clamps over the mufflers. (**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 spacers. Use the hardware provided to secure it to the stock mounting location. **Leave loose for now.**
8. Make sure everything is aligned and tighten all hardware. Affix the connector springs to the muffler.
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.
10. Reinstall the passenger footpeg brackets WITHOUT the heat-shields attached.

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 all 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.

