



Yamaha R6

Complete Exhaust System Part # 005-4060105-S1

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IMPORTANT - PLEASE READ CAREFULLY

Two Brothers Racing products are intended for closed course competition purposes only.

We recommend that this performance part be installed by a qualified motorcycle 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 centerstand or ideally a service lift during installation. Be sure to save all stock components for possible use later.

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 Mufflers: 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 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 Information

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.

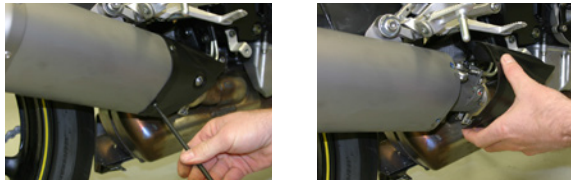
Installation Instructions

1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on a rear stand or ideally a service lift.

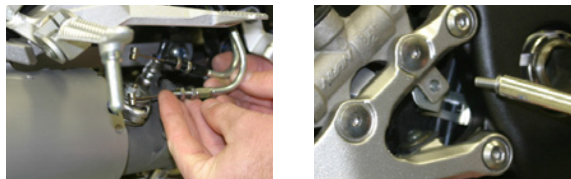
2. Remove lower right fairing from the motorcycle.



3. Remove muffler inlet cover from front of muffler to expose exhaust valve cables (noise reduction valve).



4. Remove cables from muffler and cable clamp from right side rear set assembly.



5. Remove muffler joint clamp and muffler mounting bolt.



6. Remove muffler assembly.



7. Remove bracket holding the brake reservoir to the frame.



8. Remove the noise reduction valve servo bracket from the frame.



9. Remove servo by pulling out from the right side of the motorcycle and disconnect the cables. Disregard cables.



10. Remount the servo without the cables. Make sure servo is plugged into wiring harness. This step is necessary in order to keep an error code from being displayed on the LCD screen.



11. Reinstall the brake reservoir.



12. Remove the stock header exhaust port nuts (8 nuts total) in order to remove the stock headers.



13. Allow the head pipe assembly to swivel downward.



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Qty.	Description	Part Number
1	Muffer Canister	8" S1R
1	Header	005-40601H
1	Slip-Tube	005-40601S
1	Muffer Clamp	005-2C-S1
1	Muffer Clamp Liner	005-2C-S1-C
1	Bracket	005-406-B
1	8mm Flange Nut	005-FN8
1	66mm Barrel Clamp	005-27-66MSH
1	8x20mm Socket Head Cap Screw	005-SH820
2	Spring	005-S45
1	Spring Puller	005-SP

Installation Instructions

- Remove both 8mm allen bolts and the O2 sensor plug from rear of head pipe assembly, making sure to support it with your hand from underneath.



- Remove the head pipe assembly from the bike.



- Attach TBR headers to exhaust ports with the stock flange nuts. Make sure to keep OEM copper gaskets between the head pipe and cylinder head.



- Detach right side rear set from frame to gain access to peg bolt. Remove bolt and install TBR muffer bracket as shown. Some adjustment may be required for proper alignment.



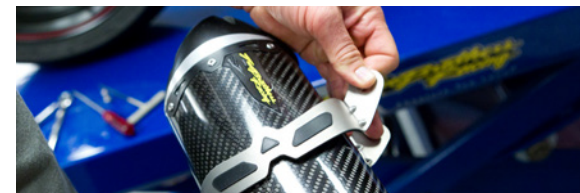
- Re-attach rear set to frame.



- Attach slip tube to S1R using supplied hook springs.



- Slide S1R clamp over muffer and barrel clamp onto slip tube inlet. Attach to TBR head tube collector.



- Adjust for proper fit and alignment then attach S1R clamp to bracket with supplied 8x16mm socket head bolt and flange nut. Clamp goes to inner inside of bracket.



- Install O2 sensors onto TBR slip tube.



- Tighten barrel clamp.



- Double check your work and make sure all hardware is securely 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.

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Complete Exhaust System Part # 005-4060105-S1
* 2017 Instal Instructions



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Installation Instructions

1. Remove the tank shrouds.



2. Remove the tank bracket bolts and lift the tank up slightly.
3. Unplug the wiring harness located under the tank.
4. Pull out the servo motor.



5. Remove the servo cap and disconnect the cables.



6. Remove the cables and put the servo back.



7. Re-route the O2 Sensor around the frame and along the engine.



8. 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.