

Taylor*made* RACING INC

Installation Guide

2008 - 2009 GSXR 600/750



**!! THIS PRODUCT IS DESIGNED FOR USE IN CLOSED
COURSE RACING AND IS NOT INTENDED FOR
HIGHWAY USE !!**

Congratulations on the purchase of your new TaylorMade underbelly exhaust kit for your GSXR. Your new exhaust is fabricated from thin wall stainless steel so will never rust. The black finish is a baked on ceramic coating and only requires washing with soap and water to keep clean.

Any competent mechanic with basic tools can install the kit but if you have any doubts in your mechanical abilities entrust installation to an experienced workshop. Time to fit is approximately 3 - 4 hours depending on familiarity. All directions are given as if you are sat on the bike: e.g. Left = gear change side.

Fitting is straightforward but please do read the instructions carefully, as they will help you get the job done quicker and more easily.

To watch a demonstration video on how to install your TaylorMade exhaust, go online to www.racetaylormade.com

Preparation

1. Remove left and right side stock bodywork panels. Removal is well described on pages 7-18 (left side) and 7-24 (right side) of your Owner's Handbook.
2. Remove rider's seat.
3. Lift gas tank and prop open with stay located in trunk.
4. Remove cables from exhaust valve located between the headers and muffler box
5. Unplug and remove exhaust valve servo motor located under the gas tank, on the left side of the frame behind the throttle bodies. Remove cables then replace the servo motor and plug it back in.
6. Follow the O₂ sensor lead up under the tank and unplug from the main wiring loom. Pull the lead out from under the tank. Push in blanking plug supplied with the kit into main wiring loom connector.
7. Unbolt the radiator from the top two and lower bolt. Let the radiator fall forwards onto the front wheel.
8. Loosen all 8 bolts holding header pipes to the cylinder head. Remove 6 bolts holding three left hand pipes retaining only the 2 bolts for the right hand pipe which should be only finger tight.

9. Remove muffler.
10. Remove three bolts supporting the muffler box – two on the left hand side and one on the right hand side.
11. While supporting the muffler, remove bolts from right hand header pipe and side the header and muffler box assembly away from the bike.
12. Remove left side rubber muffler box mount. (this is held on with two allen head bolts). Thread the M8 x 25 hex head bolt supplied in the kit through the lower hole of the frame tab from the inside so that the threads stick out on the left hand side of the bike.



13. Drop the gas tank back down and secure.
14. To properly disable the Exhaust Valve it will be necessary to make a wiring modification :
 - a) Remove metal brace located under the rider's seat and above the ECU.
 - b) Disconnect the black plug from the ECU.
 - c) Remove the orange cap by pressing in the small tabs on either side of the plug.
 - d) As you are looking into the plug identify the #5 wire from the left hand side in the top row. This wire is black with a white tracer. To remove the wire insert a very small flat blade screwdriver into the hole and gently pry down while pulling the wire from the back of the plug.

Note: if you don't have a small enough screwdriver a handy tool can be made by flattening the end of a paper clip.

 - e) Wrap the exposed end of the removed wire with electrical tape and push it back, out of the way, into the wiring harness.
 - f) Replace orange cap and plug connector back into the ECU.
 - g) Refit metal brace.
15. Refit rider's seat.

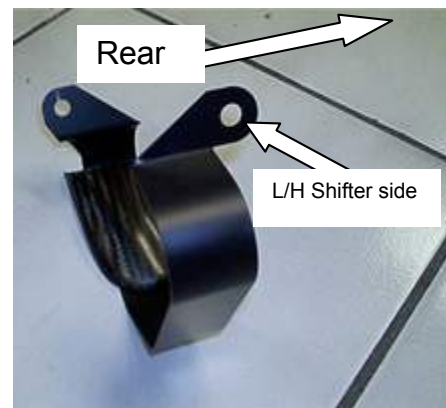
Installation

1. Bolt the header flanges to the motor with the spring holes facing down. Install springs on flanges in matching pattern to spring tabs on headers.
2. Assemble the TMR headers onto the collector. The collector is marked with "UP" on the top side. In case the mark is missing, the top side is flat with a dip in the underside. The dip should face toward the ground, with the flat face upwards.

You will find it helpful to lubricate the slip joints with a light oil (such as WD 40)

3. Secure the collector to the headers with two springs.
4. Install the headers on the flanges. Again, a little lubrication helps. Ensure the headers are fully seated on the flanges by twisting the pipes side to side while holding the collector.
5. Install remaining springs on the header.
6. Lubricate the end of the collector then push the TMR muffler as far as it will go onto the collector.
7. Lower the kickstand and place the left tab of the muffler strap over the threads of the 8x25 bolt. Place washer and M8 Nyloc over the threads and tighten finger tight.

NOTE: The muffler strap is handed LEFT and RIGHT.



8. Stretch the strap under the muffler and **BEHIND** the stock right hand rubber mount.
9. Push a stock muffler mounting bolt through the rubber mount and strap, place a washer and M8 Nyloc over the threads and tighten.
10. Now return to the left hand Nyloc and tighten.

11. Wiggle the muffler to seat it in the strap and when it is horizontal, make the front clamp finger tight, you will torque this later.
12. Reinstall your radiator bolts now.
13. Reinstall the Right and Left fairings, but leave the lower rear bolts out for now.
14. Attach the Right and Left sides of your TMR carbon fiber trim pieces together using the supplied black plastic rivet fastener.

The Right side should be on top of the Left side flange. Separate the plastic rivet and push the outer shell through matching holes in both trim pieces. Press the inner rivet through the outer shell and snap tight.

15. Place your trim piece in position around the muffler and insert M6 x 10 button head bolt through hole in back of trim pieces and attach to bracket at rear of muffler.
16. Slip the stock Right side fairing into the channel on the TMR trim. Insert the fairing bolt but do not tighten. You will need to access your muffler clamp from this point.
17. Check the position of the pipe exit in the trim piece. If it is off, twist the muffler gently in its strap.
18. On the Left side, place the TMR trim behind the stock fairing and install the bolt. Tighten.
19. Check clearances and adjust muffler.
20. On the Right side, pull back the stock fairing and TORQUE the muffler clamp to 25 ft pounds.

NOTE: 25 ft pounds is tight! If you don't torque your bolt, your muffler will slip back and contact your tire, resulting in damage.
21. Install the bolt in the fairing and go for a ride!

After running the bike for approximately 100 miles go over all fasteners and check for tightness – especially the muffler clamp!

Safe riding,

Paul Taylor

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SUITABILITY OF APPLICATION IS THE SOLE RESPONSIBILITY OF THE PURCHASER