



BMW S1000RR/R 2009–2014 ARCS/ARCSGP3 EX-

HAUST FITTING:

1/Remove belly pan & side fairings

2/Remove standard complete exhaust. Header bolts Torx E16 or 10mm Star Spanner. It helps to remove radiator retaining clips top and bottom, remove support bracket to allow the radiator to pull forward. Bolt used Torx T27.

3/Unclip valve cable from servo motor next to headstock making sure you mark and remember which point it came from, unplug both O2 sensors. DO NOT TURN BIKE ON WHEN THESE PARTS ARE NOT CONNECTED ELSE IT WILL THROW UP AN ERROR CODE.

4/ Rear of bike, remove silencer and cables from servo motor beneath seat.

5/Remove all header bolts (Torx E16) and silencer bolts to remove exhaust system.

6/Cut your cat silencer box from your header pipes as pictures show, **2010 model** leave equal amounts on the headers and cat box (approx. 20mm on both), make the cut in the middle of the joining tube to allow you to sleeve onto either side. **2012 model cut close to cat box cones as picture below.** Use a disk cutter with a very thin 1mm disk or good hacksaw to make cut. Try to keep cut even and as straight as possible to allow a good join to new AR system.

7/File all sharp edges smooth, **2010 model** dig out remainder of cat from your header pipe end only. Leave the remaining cat in your original cat silencer box.

8/Replace header pipes making sure the original exhaust gaskets are in place (very thin metal type gaskets), connect O2 sensors and valve cable to servo motor in position it came from.

9/**2010 model** Place clamp over left side of 2-1 cone, fit cone, tapping with some force onto stock headers with rubber mallet push cone in place until **PROPERLY FITTING** as pictures. **Fully tighten clamp until it has a very firm grip.** **2012 model use clamps both sides as marked on link pipe. Ensure you Fit penny washer and lock nut to rear of riders footpeg mounting.**

10/Fit link pipe, bolt up tight and fit lower spring, check that new O2 sensor plug in link pipe is tight if not used for fuelling device.

GP3: BE SURE TO ALIGN 2-1 CONE AND END CAN BRACKET TO FRAME BEFORE TIGHTENING BOLTS & CLAMPS TO ENSURE NO STRESS IS PUT ONTO BRACKET ON END CAN. USE WASHERS TO SPACE CLAMP OUT FROM BIKE CHASSIS IF NECESSARY TO ENSURE IT IS NOT UNDER ANY STRESS.

11/Fit end can with springs. Start bike and check headers for leaks let warm up and cool down re check all bolts for tightness. Re fit radiator holding clamp and all body panels.

14/**2010 model** If you wish to re install your original cat box in the future, use the sleeves provided to simply sleeve the headers back onto your cat silencer box by tapping the sleeve onto the cat box and then pushing the cat silencer box onto the headers . IF YOU ARE ALSO INSTALLING A PCV THEN DO NOT RECONNECT YOUR O2

SENSORS, SIMPLY LEAVE UN PLUGGED OR TAKE OUT AND BLANK THE SENCOR HOLES WITH APPROPRIATE PLUG

FOR GP2 FITMENT SIMPLY CLAMP GP2 PART TO THE GP3 2-1 PART. USE INSERTS AS DESIRED



2012 MODEL BELOW:



2010 model TAP STOCK HEADERS ON EITHER SIDE WHILST PUSHING 2-1 CONE IN PLACE. YOU CAN LIGHTLY GREASE THE CONE TO HELP FITMENT. IT IS A VERY TIGHT EXACT SWAGED FIT. THE CLAMP MUST BE ON LEFT SIDE BEFORE PUTTING 2-1 CONE ONTO HEADERS. GP3 REQUIRES NO LINK PIPE: IF YOU ALREADY HAVE THE END CAN AND WE SUPPLIED THE 2-1 CONE AND THE BRACKET WITH RIVETS TO USE WITH YOUR END CAN YOU WILL NEED TO RIVET THE BRACKET TO YOUR INLET OF END CAN AS SHOWN BELOW,

GP2/GP1 link pipe insert removal as shown

Disclaimer This exhaust is for race use only and has not been homologated and is fitted at the buyer's own risk and may invalidate all warranties. The seller accepts no responsibility in the extreme unlikelihood of damage accruing to the motorcycle not covered by the manufacturer's warranty as a direct result of the fitting of this exhaust. The seller accepts no responsibility of court or any action taken against the buyer or injury caused to the buyer as a result of this exhaust being used on a public highway.

