

Items Supplied >

- 1 - FRONT HEADPIPE W/HEATSHIELD
- 1 - REAR HEADPIPE / MUFFLER W/HEATSHIELD
- 1 - EXHAUST MOUNT BRACKET
- 1 - HEADPIPE FLANGE
- 4 - HOSE CLAMP HS-24
- 1 - HOSE CLAMP HS-28
- 1 - CLAMP, 27-61MSC
- 2 - BOLT, HEX 5/16-18 x 5/8
- 1 - BOLT, M10-1.25 X 70mm, HEX FLANGE
- 1 - BOLT, M10-1.25 X 45mm, HEX FLANGE
- 2 - NUT, M10-1.25 NYLOCK
- 2 - BILLET MUFFLER TIP
- 2 - 1/4-20 BUTTONHEAD BOLT

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**PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE GASKETS ARE IN GOOD SHAPE.
IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.**

Read all instructions carefully and completely before installing your new exhaust system

1. Remove your stock exhaust system and stock exhaust mount. Save the (4) acorn nuts that attach the headpipes to the cylinders for later use during installation.
2. Install exhaust mounting bracket onto outside of frame, where stock mounting bolts were removed, by inserting the supplied M10 x 70 mm bolt into the top mounting hole and the shorter M10 x 45 mm into the lower, and thru the frame, see Figure 1. Start threading the supplied M10 Nylock nut onto lower and upper bolts but **DO NOT FULLY TIGHTEN**.
3. Loosen the right footpeg assembly to help provide installation clearance for the front headpipe.
4. Slide the supplied exhaust flange over the front headpipe and bolt to cylinder using stock hardware from Step 1. **DO NOT TIGHTEN** at this time.

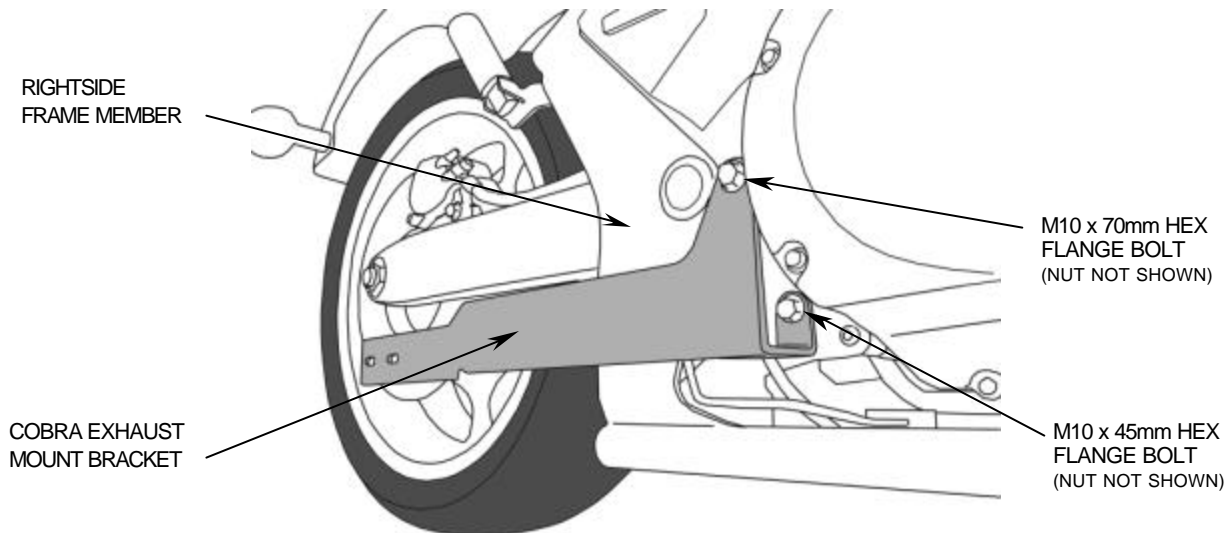


FIGURE 1

** Cobra recommends you always wear a helmet while riding. Please never operate your motorcycle while under the influence of alcohol and/or drugs. Enjoy the new look of your motorcycle and please ride safely.*

5. Place the supplied 27-61MSC clamp onto the lower muffler slip collar then slide the rear headpipe / muffler assembly onto the front headpipe and into the rear exhaust port. Bolt rear headpipe to the rear cylinder using the stock acorn nuts from Step 1. See Figure 2 for clamp orientation.
6. Bolt the muffler assembly to the mounting bracket using the supplied 5/16 bolts. **DO NOT TIGHTEN.**
7. Make sure the front headpipe is inserted properly into the rear assembly. Fully tighten the exhaust bracket to the frame first, then the front and rear cylinder acorn nuts attaching the exhaust flanges, then the muffler to the exhaust bracket. Then tighten the 27-61MSC clamp last. (NOTE: If the muffler clamp is slid past the slots on the slip collar the clamp will not tighten properly.)
8. Unscrew the remaining hose clamps and feed the tail end of the clamp through the clips on the inside of the heatshields, the larger clamps go to the rear of the heatshields where they will rest on the muffler bodies, smaller ones to the front for the headpipes. The screw end of the hose clamp should be accessible for tightening but not visible when heatshields are mounted to the pipes, see Figure 3.
9. To install the front heatshield, first slide the rear portion of the heatshield over the muffler, continue to slowly slide it forward pushing the front of the shield gently into place between the frame and motor (Hint: Spread the hose clamps apart slightly to make it easier to slide them over the muffler assembly and headpipes). Make sure the muffler clamp doesn't interfere with the heatshields and is aligned as shown in Figure 2. Snug the heatshield clamps but **DO NOT TIGHTEN.**
10. Install the rear heatshield in the same manner as the front heatshield.
11. Make sure the front and rear heatshields are parallel on the back with each other. Install one billet tip on each heatshield making sure the angled ends of the tips are parallel with each other. Fasten the tips with the supplied 1/4-20 screws making sure they snug up against the heatshield leaving no gap between the tip and heatshield when tightened. **If it is difficult to slide the tips into the heatshields loosen the clamps on the heatshield, failure to do this may cause damage to the chrome tips.**
12. Reinstall the right side footpeg assembly and tighten bolts to factory specifications.
13. Make sure all the hardware (brackets, headpipes, heatshields, and mufflers) have been tightened appropriately and cleaned before starting your motorcycle.

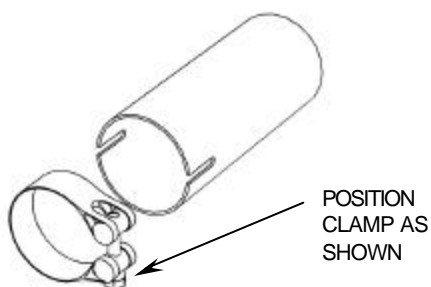


FIGURE 2
(FRONT VIEW)

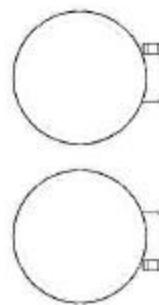


FIGURE 3
(FRONT VIEW)

IMPORTANT: Cobra highly recommends using a Fi2000 Fuel Management System to help eliminate lean conditions and popping sounds. (Cobra Part# 92-1633 for 49 state models and Part# 92-1633-50 for CA models.)

- * Before starting your engine remove all fingerprints from chrome with a quality wax or chrome polish. Failure to do so can cause discoloration. Due to fluctuations in carburetor settings, timing, etc., Cobra Engineering does not warrant against chrome discoloration.