

Items Supplied >

- 1 – Front Headpipe & Heatshield
- 1 – Rear Headpipe & Heatshield
- 1 – Muffler, (Megaphone or HP with Tip); 1 – Cable Tie 6"
- 1 – Muffler Mounting Bracket; 1 – Collector Heatshield
- 4 – Hose Clamps, HS-24; 1 – Hose Clamp, HS-28
- 2 – Hose Clamps, 27-61MSC; 2 – Flange, Steel Exhaust
- 1 – Relocator, Brake Reservoir; 2 – Bolt, M8 x 16mm
- 1 – Bolt, Hex Flange M6 x 20 mm; 1 – M6 Nut
- 2 – Bolt, Hex Flange 5/16" x 1/2" or 2 – 5/16" x 5/8" (2417)

Application(s) >

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Instruction Manual >

2417 + 2467

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

1. Remove the two bolts holding the drivers right footpeg/floorboard assembly to the frame.
2. Remove the two zip ties that hold the rear brake reservoir hose and rear brake light switch wire to the frame being careful not to damage the wire or hose.
3. Unbolt the rear brake master cylinder reservoir and cover from the stock bracket setting the stock bolt aside for future reassembly.
4. Remove the stock Exhaust System setting the stock exhaust flange nuts aside for future reassembly.
5. Remove the stock muffler-mounting bracket located at the rear of the frame.
6. Attach the bent end of the supplied master cylinder relocation bracket to the stock rear brake reservoir bracket using the stock bolt, see Figure 1.

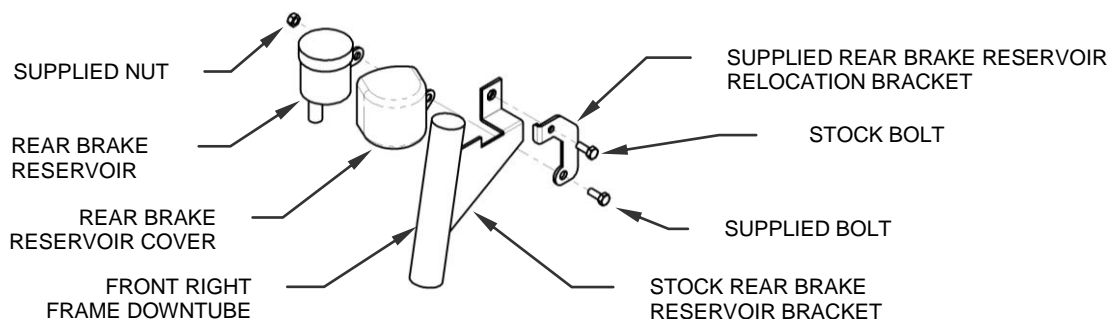
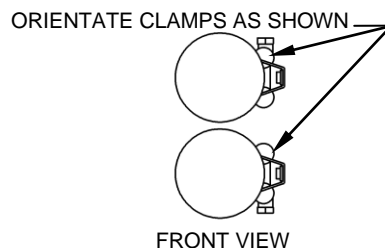
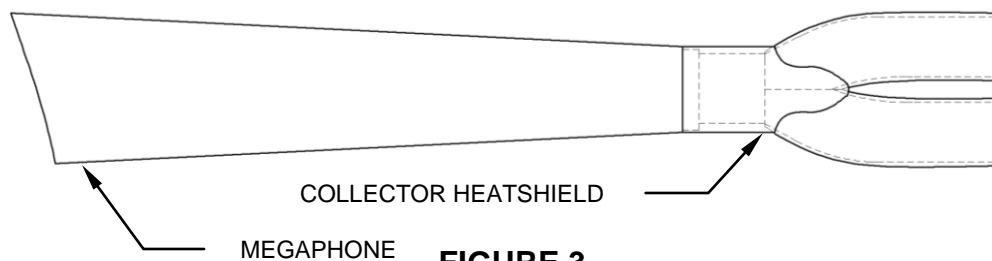


FIGURE 1

7. Attach the reservoir and cover to the backside of the supplied reservoir bracket using the supplied M6 bolt and nylock nut.
8. Attach the rear brake reservoir hose and brake light switch wire to the frame down tube with the supplied zip tie so they don't interfere with the Cobra exhaust system.
9. Install the supplied muffler mounting bracket where the stock muffler bracket was located by inserting the two supplied M8 bolts through the mounting bracket and into the frame (**do not tighten at this time**).
10. Slide one supplied exhaust flange onto each head pipe.

*** 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.**

11. Install the front and rear headpipes to the motor using the stock nuts. **DO NOT TIGHTEN.**
12. Remove the muffler assembly from the box and slide two supplied 27-61MSC clamps onto the back muffler tubes. Refer to Figure 2 for alignment.
13. Slide the muffler assembly onto the head pipes by tapping on the head pipes with your hand as you push the mufflers forward making sure the assembly slides as far forward as possible. Secure the muffler assembly to the mounting bracket using the supplied 5/16-18 bolts but **do not tighten.**
14. Make sure the muffler assembly is properly aligned then tighten the following in order, muffler bracket to the frame, muffler assembly to the muffler bracket, headpipe flanges to the motor (slowly tighten opposing nut) and muffler clamps. (NOTE: If the muffler clamps are slid too far up the muffler or past the three slots, the clamps will not tighten properly.)
15. Unscrew the remaining hose clamps and feed the tail end of the clamp through the clips on the inside of the heatshields. The screw end of the hose clamp should be accessible for tightening but not visible when the heatshields are mounted to the pipes.
16. Place the heatshields on the headpipes and align at collector. **DO NOT TIGHTEN** at this time. Feed the tail end of the #28 hose clamp thru the collector heat shield and snap into place over the megaphone and heatshields, see Figure 3. Tighten all clamps.
17. Reinstall the right side floorboard and tighten bolts to factory specifications.
18. Make sure all the hardware (brackets, headpipes, heatshields, and mufflers) has been tightened appropriately before starting your motorcycle.

**FIGURE 2****FIGURE 3**

IMPORTANT: It is recommended that you re-jet your bike with a Cobra Jet Kit, available from Cobra part #92-2170. **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.**

California does not allow the use of aftermarket exhaust systems that remove original equipment catalysts, (except for racing use only) unless the Air Resources Board has issued an Executive Order for that system.