

Items Supplied >

- 1 - FRONT HEADPIPE W/HEATSHIELD
- 1 - REAR HEADPIPE / MUFFLER W/HEATSHIELD
- 1 - EXHAUST BRACKET
- 1 - REGULATOR BRACKET
- 5 - HOSE CLAMPS HS-24
- 2 - HOSE CLAMPS HS-28
- 1 - CLAMP, 27-61MSC
- 2 - BOLT, HEX 5/16-18 x 5/8
- 2 - BOLT, HEX 6mm X 20mm
- 1 - BOLT, M10-1.25 X 80 mm
- 1 - BOLT, M10-1.25 X 60mm
- 2 - NUT, M10-1.25 NYLOCK

Application(s) >

HONDA VTX1300 C

2004 - 2009

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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. Remove regulator from stock exhaust bracket and discard the bolts.
2. Install exhaust mounting bracket into frame where stock mount was removed by inserting the supplied M10 x 80 mm bolt into the top mounting hole and the shorter M10 x 60 mm into the lower and thru the frame, see Figure 1. Start the supplied M10 Nylock nut on to lower bolt but **DO NOT TIGHTEN**.
3. Take the supplied voltage regulator relocater mounting bracket and slide over the upper M10 exhaust mounting bolt installed in Step 2 on the inside of the frame, see Figure 1. Start the supplied M10 Nylock nut onto bolt and snug. Make sure regulator bracket is in a vertical position and bolt the voltage regulator to mounting bracket with the supplied M6 flange bolts and tighten.

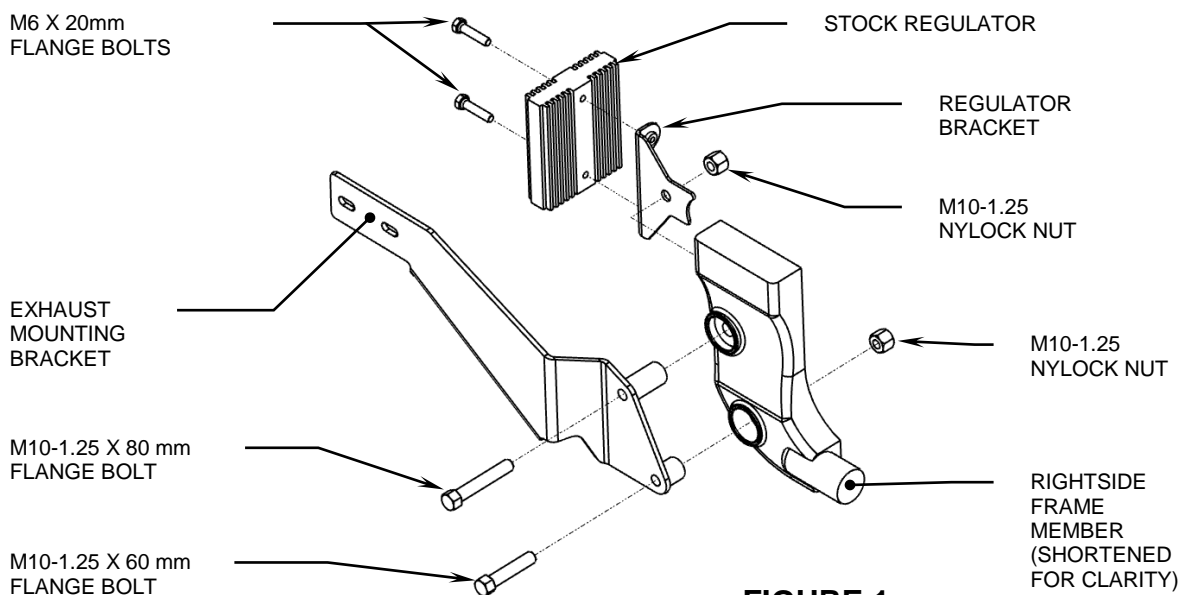


FIGURE 1

* **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.**

4. Loosen the right footpeg/floorboard assembly to help provide installation clearance for the front headpipe.
5. Slide the supplied exhaust flange over the front headpipe and bolt to cylinder using stock hardware. **DO NOT TIGHTEN** at this time.
6. Place the supplied clamp 27-61msc onto the lower muffler slip collar then slide the rear headpipe / muffler assembly onto the front headpipe and into the rear exhaust port. Bolt it to the rear cylinder using the stock hardware. See Figure 2 for clamp orientation.
7. Bolt the muffler assembly to the mounting bracket using the supplied 5/16 bolts. **DO NOT TIGHTEN.**
8. Make sure the front headpipe is inserted properly into the rear assembly and make sure the pipes are parallel to each other. Fully tighten the exhaust bracket to the frame first, then the front and rear cylinder bolts 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.)
9. 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.
10. 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 head pipes). Make sure the muffler clamp don't interfere with the heatshields and are aligned as shown in Figure 2. Snug the heatshield clamps but **DO NOT TIGHTEN.**
11. Install the rear heatshield the same way as the front heatshield.
12. Reinstall the right side footpeg/floorboard and tighten bolts to factory specifications.
13. Make sure all the hardware (brackets, headpipes, heatshields, mufflers and tips) has been tightened appropriately before starting your motorcycle.

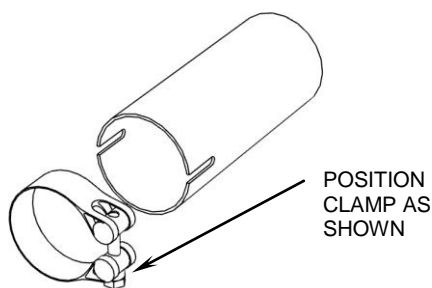


FIGURE 2
(FRONT VIEW)

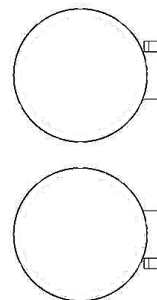


FIGURE 3
(FRONT VIEW)

IMPORTANT: It is recommended that you re-jet your bike with a Cobra Jet Kit, available from Cobra part # 92-1279.

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.