

Items Supplied >

- 1 - FRONT HEADPIPE W/ HEATSHIELD
- 1 - REAR HEADPIPE/MUFFLER ASSEMBLY W/ HEATSHIELD
- 2 - BILLET MUFFLER TIPS
- 2 - BOLT, 1/4" X 3/8" BUTTON HEAD
- 1 - BRACKET, EXHAUST MOUNT
- 2 - BOLT, 5/16" X 5/8" FLANGE W/ LOCK PATCH
- 2 - BOLT, 3/8" X 3/4" FLANGE W/ LOCK PATCH
- 4 - CLAMP, HS-24
- 2 - CLAMP, HS-28
- 1 - CLAMP, 27-61MSC

Application(s) >

HARLEY SOFTAIL:
FXFB/FXFB5 FAT BOB

18-20

NOTE: DOES NOT FIT FXBB STREET BOB, FXLR LOW RIDER, FLHC/FLHCS HERITAGE CLASSIC, FL5B SPORTGLIDE, FXBR/FXBRS BREAKOUT, OR FLFB/FLFB5 FAT BOY.

Instruction Manual >

6794

Page 1 of 4

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

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

1. Apply masking tape to any surrounding parts on the motorcycle to protect them from getting scratched.
2. Remove the right side battery cover to gain access to the rear O₂ sensor plug. Unplug O₂ sensors on front and rear headpipes from motorcycle wire harnesses.
3. Remove the stock exhaust system being careful not to damage the headpipe gaskets. If the headpipe gaskets are in good condition they do not need to be removed from the cylinders. Also be careful not to damage the oil cooler near the front cylinder. Remove and save the flanges, nuts, retaining rings, and O₂ sensors from the stock exhaust as they will be reused.
4. Remove the right side passenger foot peg from the stock exhaust mount bracket and set it aside to be installed at the end of the installation. Then remove the stock exhaust mount bracket from the frame.
5. Install the new exhaust mount bracket using the supplied 3/8" x 3/4" hex flange bolts. Tighten the bolts to factory specifications. See **FIGURE 1**.

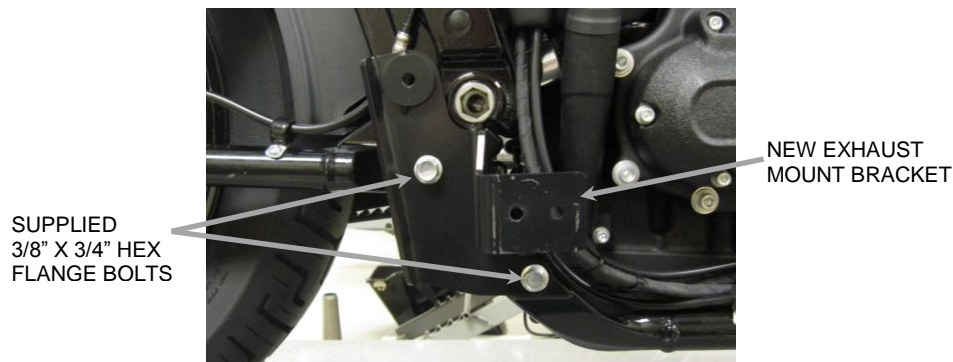


FIGURE 1

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6. Unwrap the heatshields and headpipes from packaging. Remove the rear heatshield from the rear headpipe and muffler assembly.
7. Install the stock flanges, retaining rings and O₂ sensors onto the supplied front and rear headpipes.
8. Install the front headpipe (with stock headpipe gasket in place) onto the front cylinder using the stock nuts but **DO NOT TIGHTEN** at this time. Be careful not to damage the oil cooler while installing the nuts.
9. Position the supplied #27-61 MSC muffler clamp with hex head facing inward and down as shown in **FIGURE 2** and slide it onto the rear muffler inlet tube.
10. Install the rear headpipe and muffler assembly (with stock headpipe gasket in place) onto the rear cylinder and slide the lower muffler inlet on to the front headpipe. Use the stock nuts to fasten the rear headpipe to the cylinder but **DO NOT TIGHTEN** at this time. Make sure the front headpipe is pushed in as far as possible into the rear muffler slip.
11. Secure the muffler assembly to the exhaust mount bracket using the (2) supplied 5/16"-18 bolts but **DO NOT TIGHTEN**.
12. Make sure the rear muffler assembly and front headpipe are straight and parallel and tighten in the following order; headpipe flanges to the cylinders (slowly tightening opposing nuts), muffler assembly to the exhaust mount and finally the muffler inlet clamp. (NOTE: The muffler inlet clamp should be flush with the end of the muffler inlet when tightened. See **FIGURE 2**. If the muffler inlet clamp is slid past the slots on the muffler inlet, the clamp will not tighten properly).

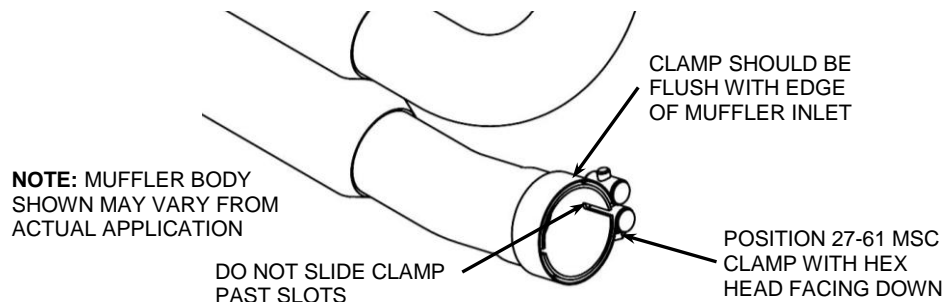
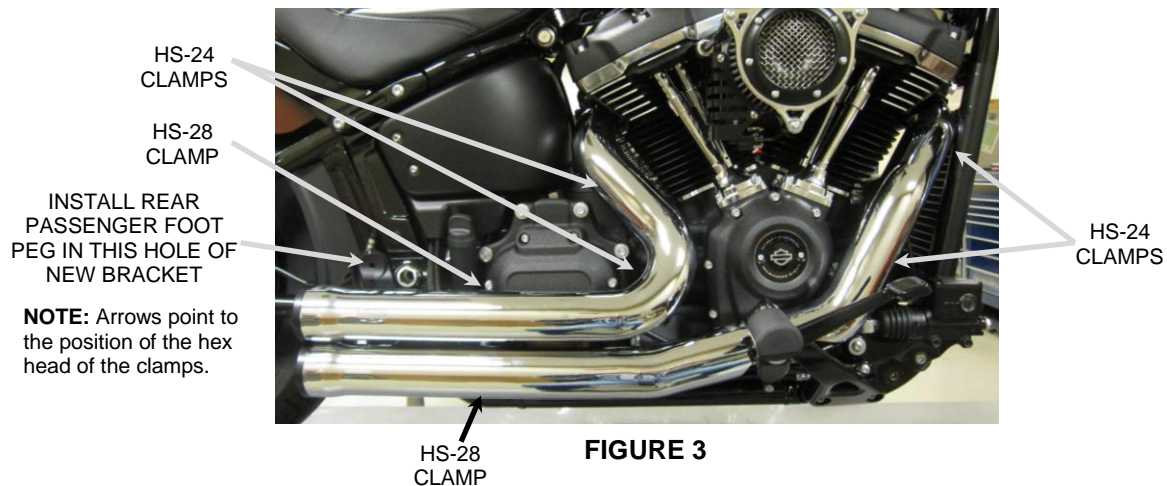


FIGURE 2

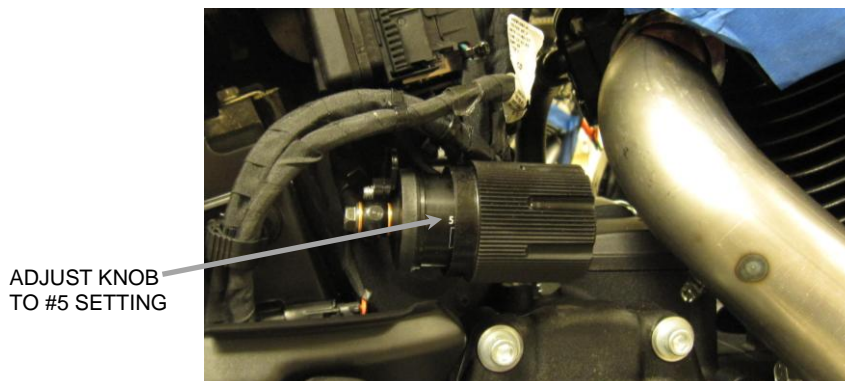
Continued on Page 3

13. Plug the O₂ sensors back into the motorcycle wire harnesses.
14. Unscrew the **HS-28** and **HS-24** clamps and feed the tail end of the clamp through the clips on the inside of the heat shields. The larger clamps (**HS-28**) go to the rear of the heat shields where they will rest on the muffler bodies. The smaller clamps (**HS-24**) go to the front for the head pipes. (NOTE: The arrows point to the positioning of the hex head of the clamps. The hex head of the clamps should be accessible for tightening but not visible when heat shields are mounted to the pipes.)
15. Install the front heatshield first. Slide the rear portion of the heatshield forward over the muffler while gently pushing the front of the heatshield into place between the frame and motor (NOTE: Spread the hose clamps apart slightly to make it easier to slide them over the muffler assembly and headpipes.) Make sure the muffler clamp does not interfere with the heatshield and is aligned as shown in **FIGURE 2**. Snug the heatshield clamps but do not tighten.



SPECIAL NOTE: FIGURE ABOVE SHOWS STREET BOB WITH MID CONTROLS. FAT BOB IS THE SAME ONLY WITH FORWARD CONTROLS.

16. If the motorcycle is equipped with the knob for the rear mono shock adjustment the knob will need to be adjusted to the #5 setting to gain clearance to install the rear heatshield. Make sure to write down the current setting before adjusting the knob. See **FIGURE 4**.
17. Install the rear heatshield the same way as the front heatshield. See **FIGURE 3**.



Continued on Page 4

18. Align the tapped hole in the side of the billet tip with the hole in the heat shield and slide it into the heat shield. Be sure one of the 12 point bolts is in the 12 o'clock position. See **FIGURE 5**. (NOTE: If it is difficult to slide the tips into the heat shields loosen the clamps on the heat shields. Failure to do this may cause damage to the tips.) Fasten the tips with the supplied ¼-20 button head screws making sure there is no gap between the tip and heat shield when tightened.

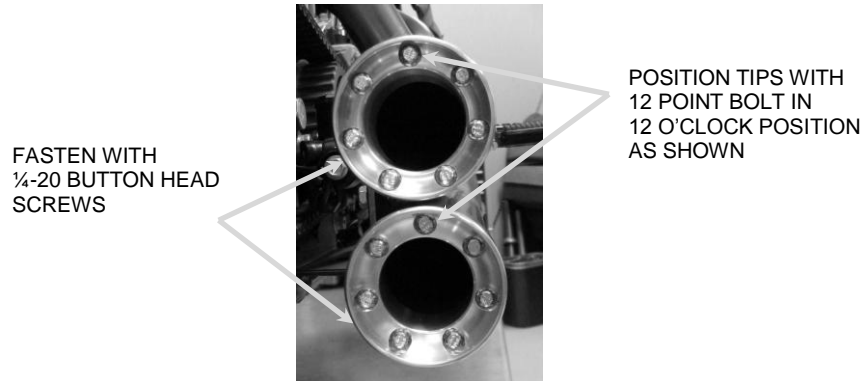


FIGURE 5

19. Make sure the ends of both tips are flush vertically with each other and tighten the clamps on the heat shields.
20. Install the right side passenger foot peg in the threaded hole on the new exhaust mount bracket. See **FIGURE 3**. Tighten to factory specifications.
21. Reinstall the right side battery cover. Make sure the rear O2 sensor wire does not get pinched by the cover.
22. Make sure all the hardware (brackets, headpipes, heatshields, and tips) have been tightened appropriately.
23. If equipped, readjust the rear mono shock adjustment knob to the appropriate setting.
24. **IMPORTANT: Before starting your engine remove all fingerprints from chrome with a quality wax or chrome polish. Failure to do so can cause chrome discoloration. Due to fluctuations in fuel delivery settings, timing, etc., Cobra Engineering does not warrant against chrome discoloration.**
25. Check the tightness of the two button head bolts securing the tips to the heatshields after the first ride, 100 miles, and every 500 miles after that.

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