

## Items Supplied >

- 1 – FRONT EXHAUST ASSEMBLY W/ HEATSHIELD
- 1 – REAR EXHAUST ASSEMBLY W/ HEATSHIELD
- 1 – EXHAUST BRACKET
- 4 – CLAMPS, HS-24
- 2 – CLAMPS, HS-28
- 4 – BOLT, HEX 5/16-18 x 5/8"
- 1 – LOCKNUT, HEX 10mm FINE THREAD
- 2 – SCREW, BUTTON 1/4-20 x 3/8"
- 2 – BILLET MUFFLER TIPS

## Application(s) >

- |                     |         |
|---------------------|---------|
| HONDA AERO 750      | 2004-16 |
| HONDA SPIRIT 750 C2 | 2007-14 |
| HONDA PHANTOM 750   | 2010-19 |

## Instruction Manual >

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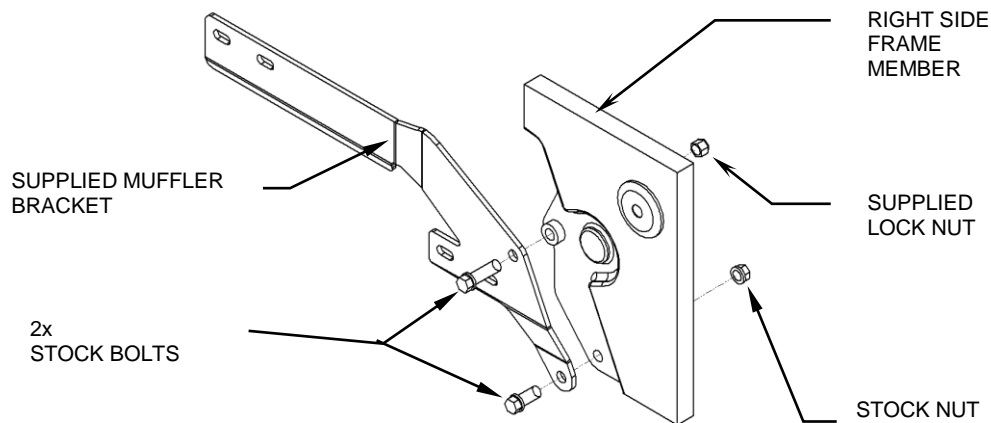
**PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE GASKETS ARE IN GOOD SHAPE. IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.**

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

1. Remove stock exhaust system and remove the large muffler mount.
2. Loosen and move the right side footpeg assembly out of the way to ease installation of the exhaust.
3. Remove the right side cover near the rear cylinder to help with installation on the Aero 750 if applicable.
4. Remove the exhaust-mounting bracket from the box and mount it to the motorcycle frame using the stock bolts, nut and supplied lock nut but **DO NOT TIGHTEN** at this time. (See Figure 1)
5. Install the front and rear pipes on to the motorcycle using the stock acorn nuts and supplied 5/16" flange bolts but **DO NOT TIGHTEN** at this time.
6. Make sure the front and rear exhaust assemblies are parallel to the ground then tighten the following in order, muffler bracket to the frame, exhaust assembly to the exhaust bracket, head pipe flanges to the motor (slowly tighten opposing nut.)
7. Unscrew the remaining hose clamps and feed the tail end of the clamp through the clips on the inside of the heat shields. The screw end of the hose clamp should be accessible for tightening but not visible when the heat shields are mounted to the pipes. Note: the smaller muffler clamps go around the headpipes the larger ones around the muffler bodies.
8. 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). Snug the heatshield clamps but **do not tighten**.
9. Install the rear heatshield the same way as the front heatshield.
10. Install one billet tip on each heatshield making sure the ends of the tips are even with each other. Fasten the tips with the supplied 1/4" buttonhead 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.**

**\* 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. Tighten the clamps on the heatshields.
12. Reinstall the right side footpeg assembly and side cover; tighten the bolts to factory specifications.
13. Make sure all the hardware (brackets, headpipes, heatshields, mufflers, and baffles) have been tightened and cleaned before starting the motorcycle.



**FIGURE 1**

**IMPORTANT:** It is recommended that you re-jet your bike with a Cobra Jet Kit, part #: 92-1263 for Aero 750; 92-1281 for Spirit 750 C2. Jet Kits are not legal for sale or use in California on any pollution controlled motor vehicles. For the 2010 Phantom a Cobra Fi2000® Digital Fuel Processor is recommended, part #92-1619 and part #92-1619-50 for California 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 fuel injection/carburetion 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 catalyts, (except for racing use only) unless the Air Resources Board has issued an Executive Order for that system.