

## Items Supplied >

1 – FRONT EXHAUST W/HEATSHIELD ASSEMBLY  
1 – REAR EXHAUST W/HEATSHIELD ASSEMBLY  
1 – EXHAUST BRACKET; 6 – HOSE CLAMPS  
4 – BOLT, HEX 5/16-18 x 5/8  
2 – SCREW, BUTTON ¼-20 x 3/8  
2 – BILLET MUFFLER TIPS  
2 – 3/8" LOCKWASHERS  
1 – REGULATOR BRACKET  
2 – 10 mm NUTS; 2 – 6 mm NYLOCK NUTS

## Application(s) >

KAWASAKI VN1500D/E/N/P 96-03  
KAWASAKI VN1600B 04-08  
SUZUKI VZ1600 2004

## Instruction Manual >

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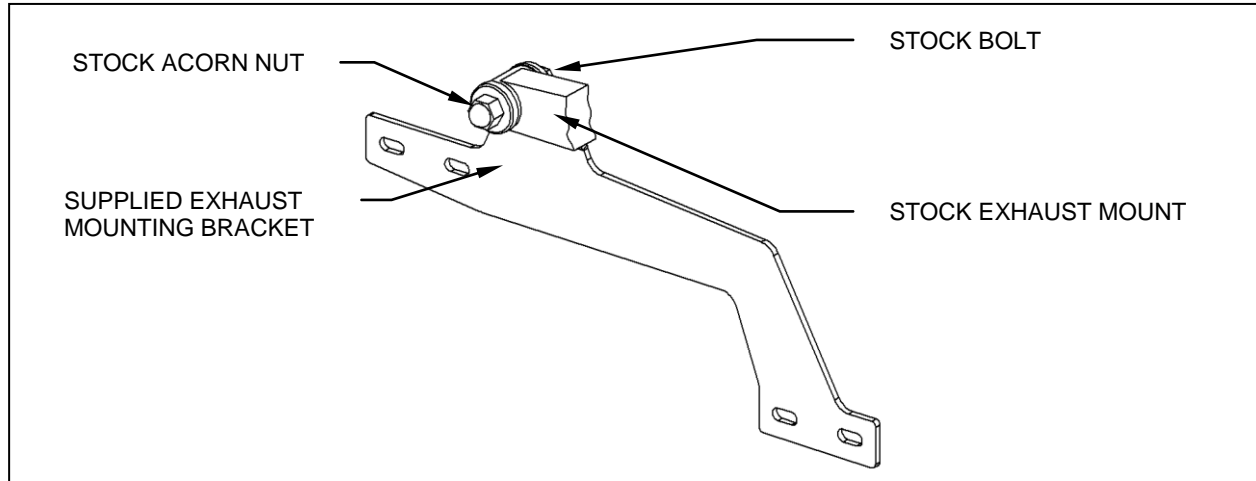
**PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE GASKETS ARE IN GOOD SHAPE. IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.**

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

1. Remove the stock exhaust system.
2. Loosen right front floorboard/footpeg assembly to help provide clearance for exhaust installation
3. Remove the exhaust-mounting bracket from the box and attach it to the stock exhaust/passenger footpeg mount as shown in Figure 1, using stock hardware. **DO NOT TIGHEN** at this time.
4. Install the front pipe into the exhaust port using the stock flange and acorn nuts. Secure the pipe to the mounting bracket using the supplied 5/16" flange bolts. **DO NOT TIGHTEN** at this time.
5. Next install rear exhaust pipe in the same manner as the front using stock flange and acorn nuts and attach to mount bracket with 5/16" flange bolts. **DO NOT TIGHTEN** at this time.
6. Make sure both pipes are parallel to each other and the ground, then tighten the mount bracket to the frame then the flange bolts at the cylinder, followed by the exhaust bracket bolts.
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.
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). Snug the heatshield clamps but **DO NOT TIGHTEN**.
9. Install the rear heatshield the same way as the front heatshield.
10. Make sure the front and rear heatshields are even on the back with each other. Install one billet tip on each heatshield. Fasten the tips with the supplied ¼-20 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.**
11. Tighten the clamps on the heatshields.
12. Now retighten the right floorboard/footpeg assembly to factory specifications.
13. Remove the regulator cover, regulator and regulator bracket from the lower left side of the bike.
14. Install the regulator on to the Cobra black regulator relocation bracket using the stock bolts and two (2) 6 mm nylock nuts supplied.

**\* 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.**

15. Install the bracket with the regulator between the muffler mounts under the swing arm using the stock bolt and supplied M10 nuts and lock washers.
16. Make sure all the hardware (brackets, headpipes, heatshields, mufflers and baffles) have been tightened appropriately and cleaned before starting your motorcycle.



**IMPORTANT:** It is recommended that you install a Cobra Fi2000® Digital Fuel Processor with your Cobra exhaust system. Cobra is not responsible for the performance of any other fuel management system used with Cobra exhaust systems.

**VN1500D/E Jet Kit part #92-4166**

**VN1500N Fi2000 part #92-1940**

**VN1500P/VN1600B/VZ1600 Fi2000 part #92-1962**

**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.

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