

Items Supplied >

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

Application(s) >

HARLEY:

| | |
|----------------------------|-------|
| SPORTSTER 883 IRON | 14-20 |
| SPORTSTER 883 SUPERLOW | 14-20 |
| SPORTSTER 1200 CUSTOM | 14-20 |
| SPORTSTER 1200 SUPERLOW | 14-20 |
| SPORTSTER 1200 FORTY EIGHT | 14-20 |
| SPORTSTER 1200 ROADSTER | 16-20 |

Instruction Manual >

6785

Page 1 of 3

**PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEAD PIPE 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 to protect them from getting scratched.
2. Unplug O₂ sensors on front and rear head pipes from motorcycle wire harnesses.
3. Remove the stock exhaust system being careful not to damage the head pipe gaskets. If the head pipe gaskets are in good condition they do not need to be removed from the cylinders. Remove and save the flanges, nuts, retaining rings and O₂ sensors from the stock exhaust.
4. Remove the sprocket cover. You will need to remove the foot peg mount to gain clearance to remove the sprocket cover.
5. Remove the stock exhaust mount bracket.
6. Install the supplied exhaust mount bracket using the stock bolts. See **FIGURE 1**. Tighten the bolts to factory specifications.

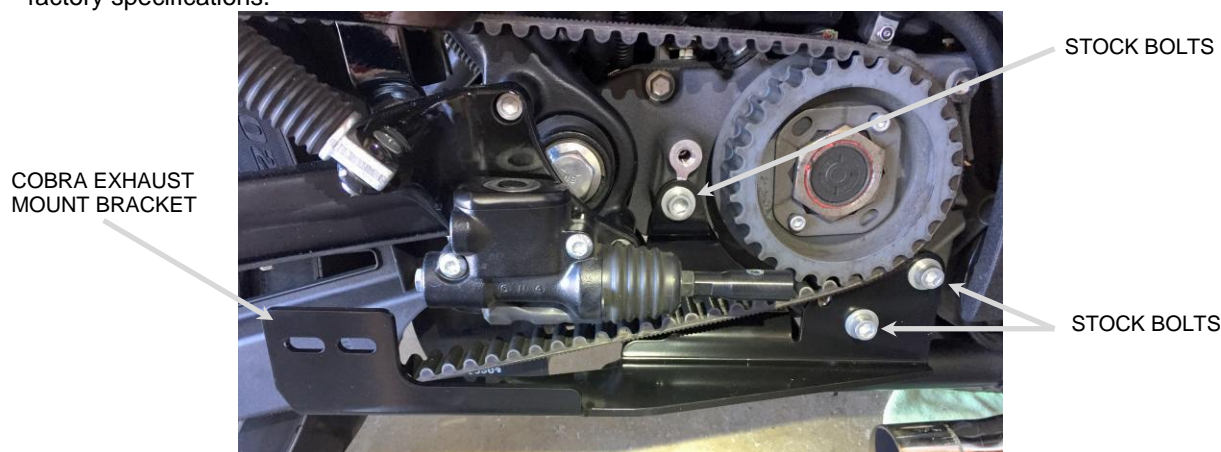


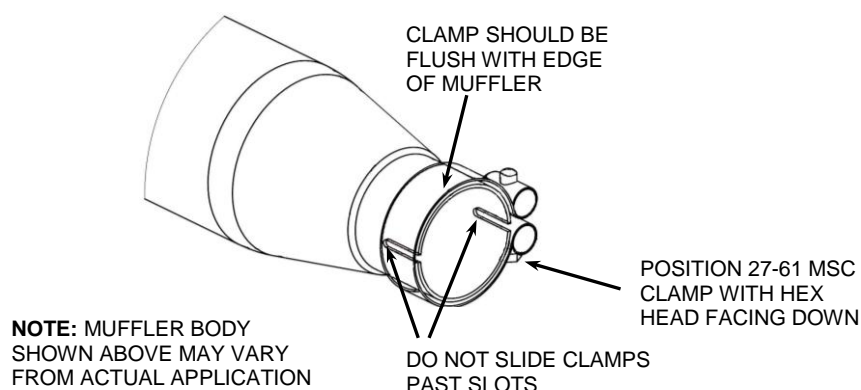
FIGURE 1

7. Reinstall the sprocket cover and foot peg mount. Tighten to factory specifications.

Continued on Page 2

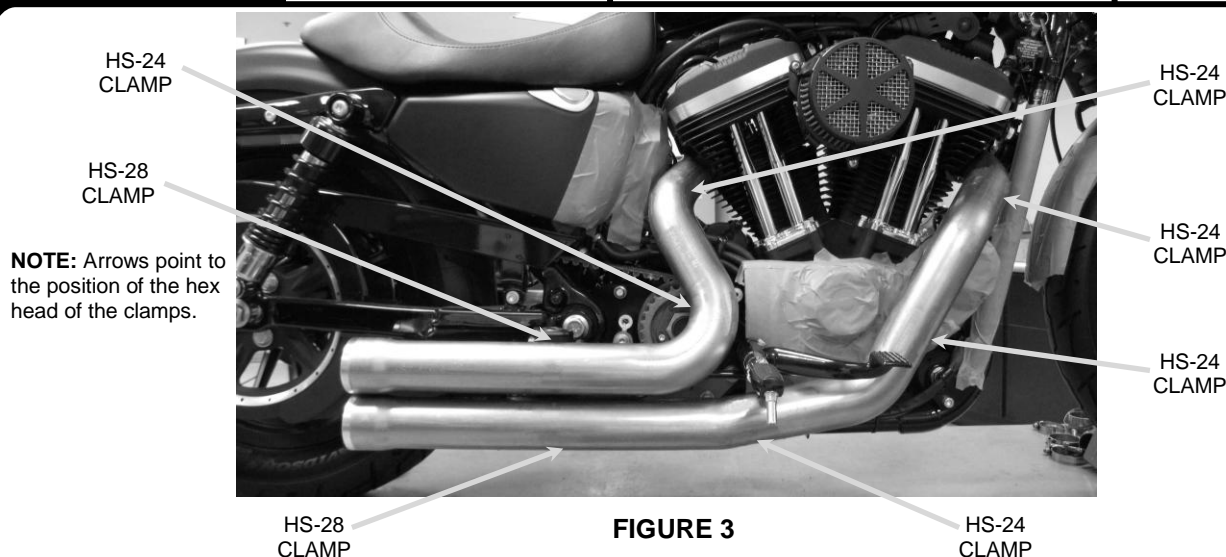
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8. Install the stock flanges, retaining rings and O₂ sensors onto the supplied front and rear head pipes.
9. Install the front head pipe (with stock gasket in place) onto the front cylinder using the stock nuts but **DO NOT TIGHTEN** at this time.
10. Position the supplied #27-61 MSC muffler clamp with hex head facing inward and down as shown in **FIGURE 2** and slide onto the rear muffler inlet tube.
11. Install the rear head pipe and muffler assembly (with stock gasket in place) onto the rear cylinder and slide on to the front head pipe. Use the stock nuts to fasten the head pipe to the cylinder but **DO NOT TIGHTEN** at this time. Make sure the front head pipe is pushed in as far as possible into the rear muffler slip. 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 head pipe are straight and parallel and tighten in the following order; head pipe flanges to the cylinders (slowly tightening opposing nuts), muffler assembly to the exhaust mount and finally the muffler clamp. (NOTE: The muffler clamps should be flush with the end of the muffler when tightened. See **FIGURE 2**. If the muffler clamps are slid past the slots on the muffler inlets the clamps will not tighten properly).

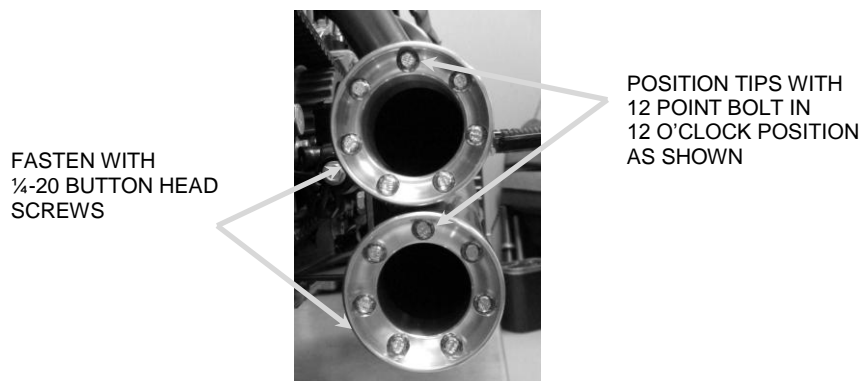
**FIGURE 2**

13. Plug the O₂ sensors back into 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. See **FIGURE 3** for proper positioning of the clamps on the heat shields. (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 heat shield first. Slide the rear portion of the heat shield forward over the muffler while gently pushing the front of the heat shield 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 head pipes.) Make sure the muffler clamp doesn't interfere with the heat shield and is aligned as shown in **FIGURE 2**. Snug the heatshield clamps but do not tighten.
16. Install the rear heatshield the same way as the front heat shield. See **FIGURE 3**.

Continued on Page 3



17. 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 4**. (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 1/4-20 button head screws making sure there is no gap between the tip and heat shield when tightened.



18. Make sure the ends of both tips are flush vertically with each other and tighten the clamps on the heat shields.
19. Make sure all the hardware (brackets, head pipes, heat shields, and tips) has been tightened appropriately.
20. **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.

IMPORTANT: It is recommended that a Cobra Fi2000® Closed Loop Digital Fuel Processor (**Part#: 692-1622AT & 692-1622CL; CA state models use Part#: 692-1620CL-50**) be installed with the Cobra exhaust system.

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