

Items Supplied >

- 1 – FRONT HEADPIPE W/ HEATSHIELD
- 1 – REAR HEADPIPE W/ HEATSHIELD
- 1 – MUFFLER ASSEMBLY
- 1 – EXHAUST MOUNT BRACKET
- 5 – CLAMP, HS-24 HOSE (SMALLER)
- 2 – CLAMP, HS-28 HOSE (LARGER)
- 2 – CLAMP, 27-61 MSC
- 2 – BOLT, 5/16"-18 x 5/8" HEX FLANGE W/ LOCKPATCH
- 2 – BOLT, 1/4"-20 x 3/8" BUTTONHEAD
- 2 – BILLET MUFFLER TIP
- 1 – SPACER, .750"O.D. X .343"I.D. X .550"L BLACK
- 2 – SPACER, ALUMINUM .550"O.D. X .344"I.D. x .170"L

Application(s) >

- | | |
|------------|-----------|
| HARLEY: | |
| DYNA | 2012-2013 |
| SWITCHBACK | 2012-2013 |

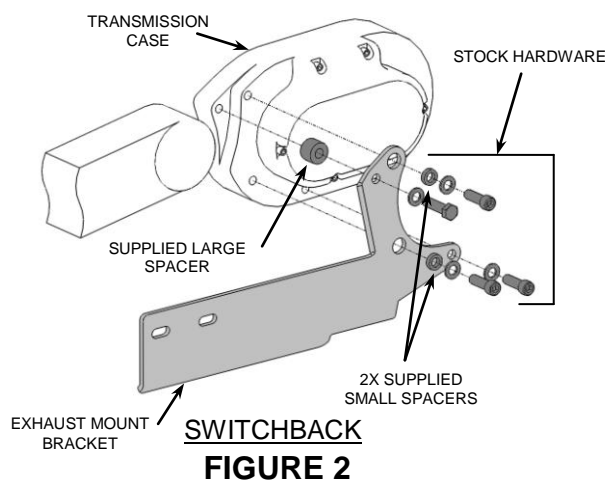
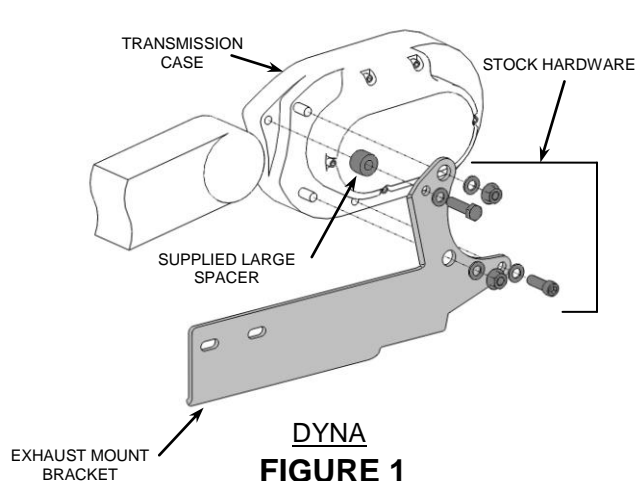
Instruction Manual >

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Prior to installation, make sure the stock headpipe gaskets are in good condition, if there is any doubts about their condition replace them. Read all instructions carefully and completely before installing your new exhaust system

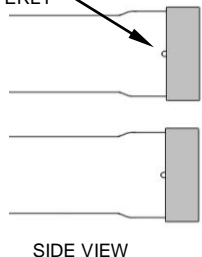
1. For Switchback models remove the right side floorboard from the mounts. Remove the forward bolt from rear floorboard mount and loosen the rear bolt, this will let the mount swing out of the way for clearance.
2. On both Dyna and Switchback models unplug O₂ sensors on front and rear headpipes from motorcycle wire harnesses.
3. Remove stock exhaust system. Remove and save the stock flanges, flange nuts, retaining rings and O₂ sensors from the stock headpipes. Also save the stock split ring mount clamp securing front headpipe.
4. **For Dyna Models** See Figure 1: Remove socket head screw, bolt, and nuts from the transmission case and remove the stock exhaust mount. Install the supplied exhaust mount to motorcycle using stock hardware. Make sure to insert the supplied large spacer between the supplied exhaust mount and transmission case, before reinstalling the stock hex bolt into this location.
5. **For Switchback Models** See Figure 2: Remove socket head screws and bolt from the transmission case and remove the stock exhaust mount. Install the supplied exhaust mount by inserting the (2) supplied small spacers into the large holes in the exhaust mount bracket then secure with the stock hardware. Make sure to insert the supplied large spacer between the supplied exhaust mount and transmission case, before reinstalling the stock hex bolt into this location.



* 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.

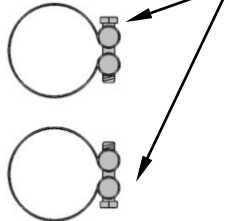
6. Remove front and rear headpipe from box and install stock flanges, retaining rings and O₂ sensors.
7. Install the front and rear headpipes onto the motor (with stock gaskets) using stock flange nuts but **DO NOT TIGHTEN**. Plug O₂ sensors back into motorcycle wire harnesses.
8. Install the stock split ring mount clamp on the front pipe using the stock hardware, but **DO NOT TIGHTEN**.
9. Remove the muffler assembly from the box and slide one supplied clamp #27-61MSC onto each muffler tube. Refer to Figure 3 for proper alignment.
10. Make sure the headpipes are parallel with each other then slide the muffler assembly onto the headpipes by tapping on the headpipes with your hand as you push the muffler forward making sure the assembly slides as far forward as possible. Secure the muffler assembly to the exhaust mount bracket using the supplied 5/16"-18 bolts but **DO NOT TIGHTEN**.
11. Make sure the muffler assembly is parallel to the headpipes, then tighten the following in order; exhaust mount to the transmission, headpipe flanges to the motor (slowly tighten opposing nuts), muffler assembly to the exhaust bracket, and lastly the muffler clamps followed by the split ring mount clamp around front headpipe. (NOTE: If the muffler clamps are slid to far up the muffler or past the slots, the clamps will not tighten properly.)
12. Unscrew the 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 where they will rest on the muffler bodies, smaller ones to front for the headpipes. The screw end of the hose clamp should be accessible for tightening but not visible when the heatshields are mounted to the pipes, see Figure 4.
13. 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 headpipes). Make sure the muffler clamps do not interfere with the heatshields and are aligned as shown in Figure 3. Snug the heatshield clamps but **DO NOT TIGHTEN**.
14. Install the rear heatshield the same way as the front heatshield.
15. Install one billet tip on each heatshield. Fasten the tips with the supplied 1/4"-20 screws making sure they snug up against the heatshield leaving no gap between the tip and heatshield when tightened. Make sure the angled ends of the tips are parallel with each other. **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.**
16. Tighten the clamps on the heatshield.
17. Make sure all the hardware (brackets, headpipes, heatshields, and muffler) has been tightened appropriately and cleaned before starting your motorcycle.

SLOTS MUST BE
VISIBLE TO CLAMP
PROPERLY



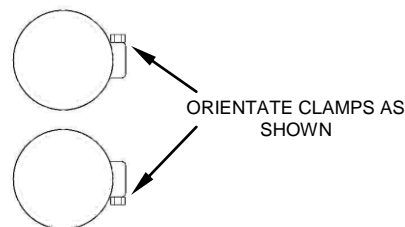
SIDE VIEW

ORIENTATE CLAMPS AS
SHOWN



FRONT VIEW

FIGURE 3



FRONT VIEW

FIGURE 4

IMPORTANT: It is recommended that you install a Cobra Fi2000® Digital Fuel Processor with your Cobra exhaust system; **Cobra Part #692-1616AT for 2012 models and Part #692-1616CL-50 for California models.** Cobra is not responsible for the performance of any other fuel management system used with Cobra exhaust systems.

- * To clean your black exhaust system use a liquid based soap detergent, such as dishwashing soap applied with a soft cloth and rinse with clean water. Note: Avoid abrasive cleaning methods such as granular or dry cleansers, simple green, scotch-brite or steel wool pads. Abrasives may breach the coating and shorten life.

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.