

Items Supplied >

- 1 - FRONT HEAD PIPE ASSEMBLY; 1 - FLANGE
- 1 - REAR HEAD PIPE/MUFFLER ASSEMBLY
- 2 - HEAT SHIELDS
- 1 - MUFFLER MOUNTING BRACKET
- 2 - BILLET MUFFLER TIPS (SLASHDOWN ON 2725 KIT)
- 5 - HOSE CLAMP HS-24; 2 - HOSE CLAMP HS-28
- 1 - MUFFLER CLAMP 27-61 MSC
- 2 - HEX FLANGE BOLTS M10 X 30 mm
- 2 - HEX FLANGE BOLTS 5/16" X 5/8" WITH THREADL'K
- 2 - BUTTONHEAD BOLTS S.S.-1/4" X 3/8" POLISHED

Application(s) >

YAMAHA V-STAR 1300/TOURER 07-13

Instruction Manual >

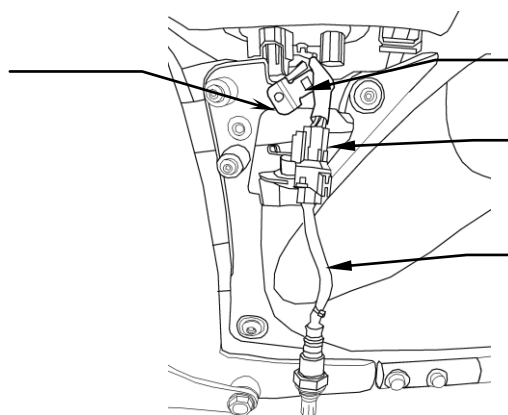
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PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK GASKETS ARE IN GOOD SHAPE. IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.

1. Loosen the right floorboard bolts to allow the floorboard to tilt down for easier exhaust removal and installation.
2. Remove cover over the oxygen sensor connector on right side of motorcycle above the exhaust, it is retained by three button head allen bolts. On the female connector pull the tab that faces the male connector outward and slide the male connector out of it to allow the oxygen sensor to be removed with the exhaust assembly. On the female connector depress the tab on the backside of the connector, (pull it inward towards the body of the connector), and slide it off of the steel tab on the frame to allow it to stretch, further down, extending the length of the oxygen sensor for later installation of Cobra exhaust, see Figure 1. NOTE: The Oxygen Sensor will be installed into the Cobra Exhaust, it may be used in combination with a closed loop Fi2000® Fuel Module, Cobra part Number: 92-1774CL.

NOTE: FEMALE O₂ CONNECTOR WILL NOT RELOCATE IN STOCK TAB LOCATION; IT MUST STRETCH FURTHER DOWN TO MATE WITH COBRA EXHAUST BUNG



O₂ SENSOR MOUNTING TAB

FEMALE O₂ CONNECTOR, PULLED LOWER

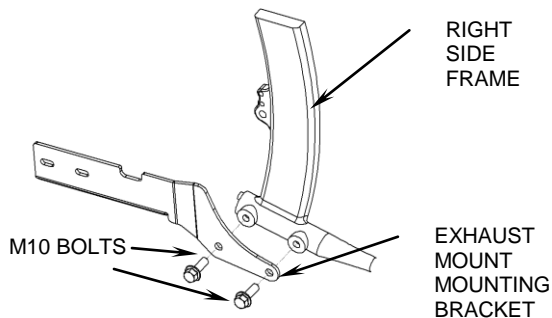
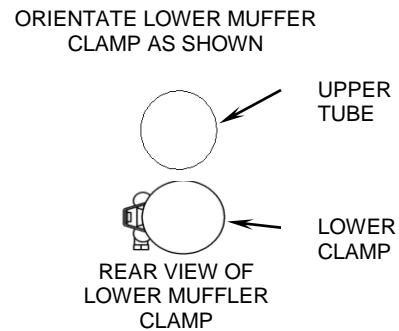
O₂ SENSOR RECONNECTED FOR CLARITY, TO BE INSTALLED IN EXHAUST HOUSING

FIGURE 1

3. Remove the acorn nuts securing the stock head pipes, these nuts will be used again later with the Cobra system. Remove the bolts securing the stock exhaust to the stock exhaust-mounting bracket, remove the stock exhaust as well as the stock exhaust-mounting bracket, these components will not be reused. Once the stock exhaust has been removed, remove the oxygen sensor from the stock exhaust and set aside.

*** 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.**

4. Install the Cobra supplied exhaust bracket using the supplied M10 X 30 mm Flange bolts, **DO NOT TIGHTEN AT THIS TIME**, see Figure 2.
5. Install the supplied exhaust flange over the front head pipe and bolt to cylinder using stock hardware, **DO NOT TIGHTEN AT THIS TIME**.
6. Install the stock O₂ sensor into the oxygen sensor bung on the supplied rear headpipe/muffler assembly, tighten it securely. Slide the supplied 27-61MSC clamp onto the lower muffler tube. Refer to Figure 3 for alignment.

**FIGURE 2****FIGURE 3**

7. Slide the rear head pipe/muffler assembly onto front headpipe and mate rear headpipe with rear exhaust port of engine, secure with stock acorn nuts but **DO NOT TIGHTEN AT THIS TIME**. Align muffler with mounting holes in the exhaust mounting bracket. Align the 27-61MSC clamp over the end of the muffler.
8. Make sure the muffler assembly is parallel to the ground (this is critical) then tighten the following in order, head pipe flanges to the motor (slowly tighten opposing nut), muffler bracket to the frame, muffler assembly to the muffler bracket, and lower muffler clamp, then recheck that headpipe acorn nuts are tight. (NOTE: If the muffler clamp is slid to far up the muffler or past the three slots, the clamp will not tighten.) Reconnect the O₂ sensor wire to the stock harness, or inline with a closed loop Fi2000®. Reinstall cover over oxygen sensor connector area and 3 allen bolts removed earlier.
9. On the heat shields 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.
10. 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). Make sure the muffler clamps don't interfere with the heatshields and are aligned. Snug the heat shield clamps but **DO NOT TIGHTEN**. Install the rear heatshield the same way as the front heat shield.
11. Make sure the front and rear heatshields are even on the back with each other. On regular tips install one billet tip on each heat shield. On slashdown tips install one billet tip on each heat shield making sure the angled ends of the tips are parallel with each other. 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. **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.**
12. Tighten the clamps on the heatshields.
13. Retighten floorboard assembly with the stock bolts and tighten.
14. Make sure all the hardware (brackets, headpipes, heatshields, mufflers and baffles) has been tightened appropriately and cleaned before starting your motorcycle.

IMPORTANT: It is recommended that a Fi2000® Closed Loop Fuel Module be used with this exhaust system, Cobra Part Number: 92-1774CL and 92-1774CL-50 for CA models.

Before starting your engine remove all fingerprints from chrome with a quality wax or chrome polish. Failure to do so can cause 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.