

## Items Supplied >

- 1 – FRONT, & 1 – REAR HEADPIPE / HEATSHIELD
- 1 – MUFFLER ASSEMBLY
- 1 – EXHAUST MOUNTING BRACKET
- 1 – EXHAUST VALVE ACTUATOR SOLENOID CAM
- 4 – CLAMP HS 24; 2 - CLAMP HS 32; 2 - CLAMP 27-61
- 2 – M10 x 20 mm HEX FLANGE BOLT
- 2 – 5/16" X 5/8" HEX FLANGE BOLT
- 2 – BILLET EXHAUST TIPS; 2 – 1/4"-20 X 3/8" BOLT
- 1 – ROUND PUSH-IN CAP

## Application(s) >

SUZUKI C109

2008-2009

## Instruction Manual >

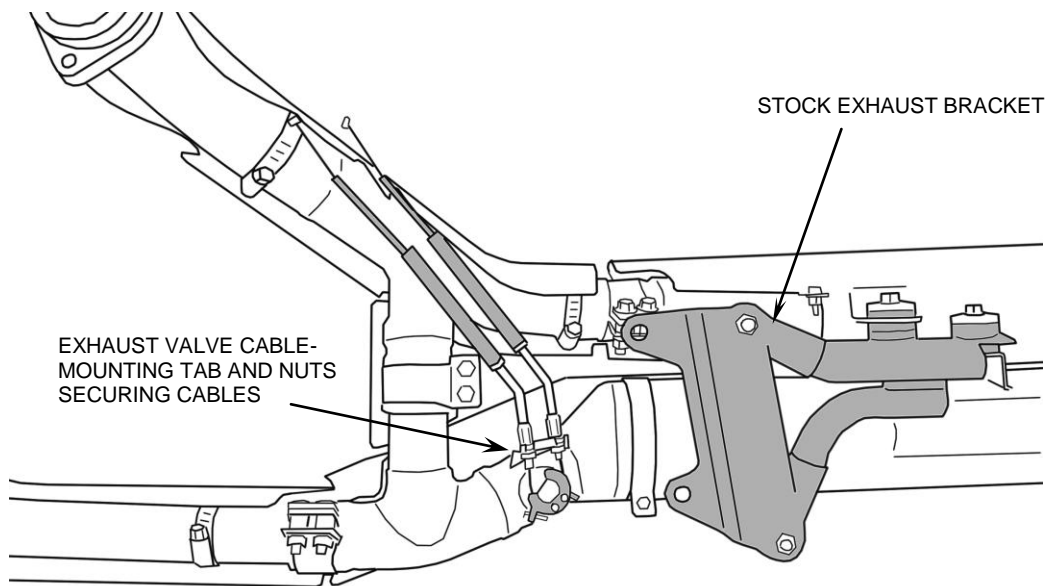
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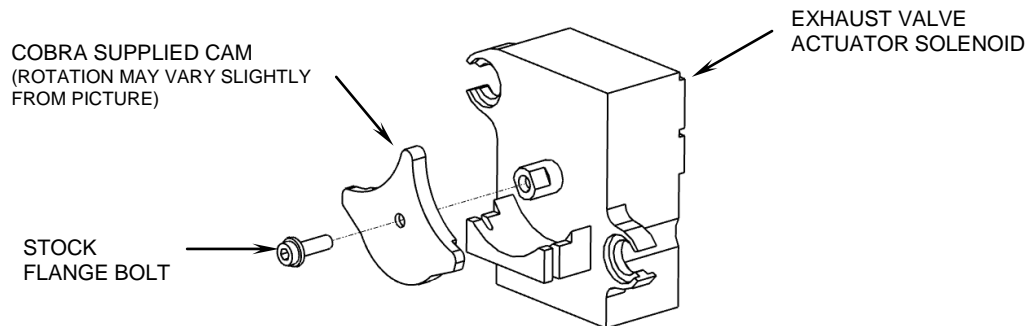
**ATTENTION: READ ALL INSTRUCTIONS CAREFULLY AND COMPLETELY BEFORE INSTALLING YOUR NEW EXHAUST SYSTEM, AVOIDING TO DO SO MAY RESULT IN DAMAGE TO YOUR MOTORCYCLES COMPONENTS. PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE GASKETS ARE IN GOOD CONDITION. IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.**

1. Remove the seat and right side cover (with C109 insignia), behind the fuel tank. Three pegs inserted into rubber grommets attach the right side cover. To remove pull the cover until the pegs release, then lift from the bottom to disengage the tab.
2. The exhaust valve actuator cables must now be removed from the stock exhaust system. Loosen the two nuts securing each cable to the exhaust valve cable-mounting tab. Make enough slack in the cables so that the ends of the cables threaded sheath may be disengaged from the end of the mounting tab. See Figure 1.
3. Locate the (2) O<sub>2</sub> sensors in the headpipes and follow the wires to the connectors. Disconnect the O<sub>2</sub> sensor connectors and label the connection locations to avoid mix up during reinstallation.
4. Remove the M8 socket head bolts securing the exhaust flanges to cylinder heads, set these fasteners aside for later use in reassembly. Support the weight of the exhaust system and remove the (2) M10 bolts securing the exhaust mounting bracket and exhaust assembly to frame. Remove the stock exhaust system as one complete unit; this includes the stock exhaust bracket, headpipes and muffler.
5. To remove the cables from the cam, use the slack in the cables obtained in Step 3 to disengage the cable barrels from the cam. **DO NOT TRY TO ROTATE THE CAM RELATIVE TO THE ACTUATOR SOLENOID TO REMOVE THE CABLES; DOING SO MAY DAMAGE THE INTERNAL COMPONENTS OF THE SOLENOID.**
6. Hold the cam secure to prevent it from rotating in the solenoid, and remove the bolt. Replace with the Cobra supplied cam, **BE SURE TO PREVENT THE CAM FROM ROTATING WHEN REINSTALLING** with the original bolt. See Figure 2. Tighten to proper torque specs.
7. Loosen the right footpeg assembly, but do not remove, to help ease exhaust installation.
8. Install the exhaust mount bracket using the (2) supplied M10 flange bolts. Use a rubber mallet to tap the round push-in cap into the 1½" hole in the frame. See Figure 3.
9. Remove the O<sub>2</sub> sensor from the stock front headpipe and install onto supplied front headpipe. Remove the O<sub>2</sub> sensor from the stock rear headpipe and install onto the supplied rear headpipe.

\* **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.**

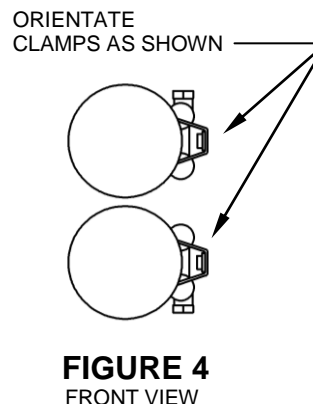
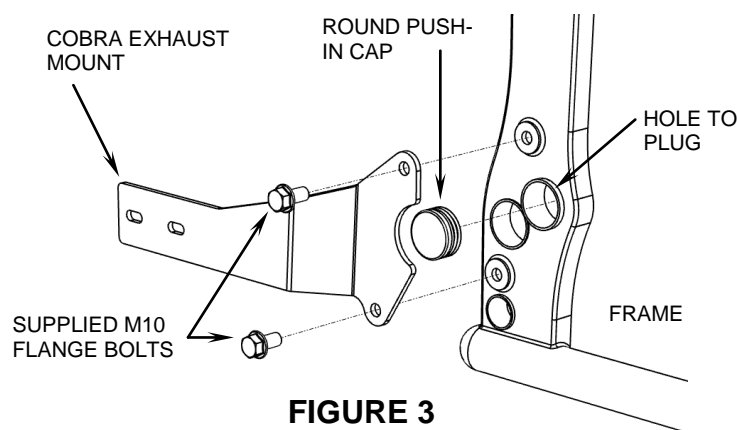


**FIGURE 1**  
(BACKSIDE OF STOCK EXHAUST SYSTEM)



**FIGURE 2**

10. Install the front and rear headpipes onto the motorcycle using the supplied Cobra flanges and insert M8 socket head bolts removed in Step 3. Make sure the pipes are parallel to each other. **DO NOT TIGHTEN.**
11. Remove the muffler assembly from the box and slide two supplied 27 - 61MSC clamps onto the muffler tubes. The clamps should be orientated as shown in Figure 4. Slide the muffler onto the headpipes by tapping it onto the headpipes with your hand as you push the mufflers forward making sure the muffler slides as far forward as possible. Secure the muffler to the exhaust-mounting bracket using the supplied 5/16 bolts but **DO NOT TIGHTEN** at this time.



12. Make sure the muffler assembly is parallel with the headpipes (this is critical) then tighten the following in order, muffler assembly to the muffler bracket, headpipe flanges to the motor (slowly tighten opposing bolt) and muffler clamps. (NOTE: If the muffler clamps are slid to far up the muffler or past the two slots, the clamps will not tighten.)
13. On the front and rear heatshields unscrew the remaining hose clamps and feed the tail end of the clamp through the clips on the inside. The larger hose clamps (HS-32) should wrap around the mufflers in the rear and the smaller clamps (HS-24) around the headpipes. The screw end of the hose clamps should be accessible for tightening but not visible when the heatshields are mounted to the pipes.
14. 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 rear of the exhaust and headpipe area.) Snug the heatshield clamps but **DO NOT TIGHTEN**. Install the rear heatshield the same way as the front heatshield.
15. Install one billet tip on each heatshield making sure the ends of the tips are even with each other. On Slashdown models, make sure the angled ends of the tips are parallel with each other. Fasten the tips with the supplied 1/4"-20 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 and adjust until aligned, avoiding this may cause damage to the chrome tips.** Tighten the clamps on the heatshields.
16. Tighten the right footpeg assembly with the stock bolts to factory specs. Make sure all the components (brackets, headpipes, heatshields, and tips) have been tightened appropriately and cleaned before starting the motorcycle.
17. Reconnect the O<sub>2</sub> sensor connectors into their corresponding connections noted in Step 3.
18. Reinstall the right side cover and seat.

**Before starting your engine remove all fingerprints from chrome with a quality wax or chrome polish.**

**IMPORTANT:** Cobra highly recommends using a Fi2000® Fuel Management System to help eliminate lean conditions and popping sounds. Cobra Part# 92-1842-50 for California models & 92-1842 for all other models.

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.