

Items Supplied >

- 1 – FRONT AND REAR HEADPIPES W/ HEATSHIELDS
- 1 – 2 INTO 1 COLLECTOR PIPE W/ HEATSHIELD
- 1 – HEADPIPE SUPPORT BRACKET
- 1 – STEEL PINCH CLAMP FOR FRONT HEADPIPE
- 1 – CARRIAGE BOLT, 3/8" X 1"
- 1 – NYLOCK NUT, 3/8"
- 1 – FLAT WASHER, 3/8"
- 7 – HEATSHIELD CLAMP, HS-24
- 1 – HEATSHIELD CLAMP, HS-28
- 2 – CLAMP, 27-61MSC
- 1 – CLAMP, 268-65
- 1 – MUFFLER ASSEMBLY
- 1 – FLOOR BOARD SPACER

Application(s) >

HARLEY:	
FLHR	2009-2016
FLHRC	2009-2013
FLHTC	2009-2013
FLHTCU	2009-2016
FLHTK	2010-2016
FLHX/S	2009-2016
FLTRU/X	2010-2013

Instruction Manual >

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PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE 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. Remove the saddle bags, right side cover, and right front floorboard from the frame.
2. Unplug the O₂ sensors on the front and rear headpipes from the motorcycle wire harness.
3. Remove the stock exhaust system being careful not to damage the headpipe gaskets. If the headpipe 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. Label the O₂ sensors front and rear to ensure they will be installed on the proper headpipe.
4. Remove the stock exhaust mount bracket.
5. Install the supplied exhaust mount bracket using the stock bolts. See **FIGURE 1**. Tighten the bolts to factory specifications.

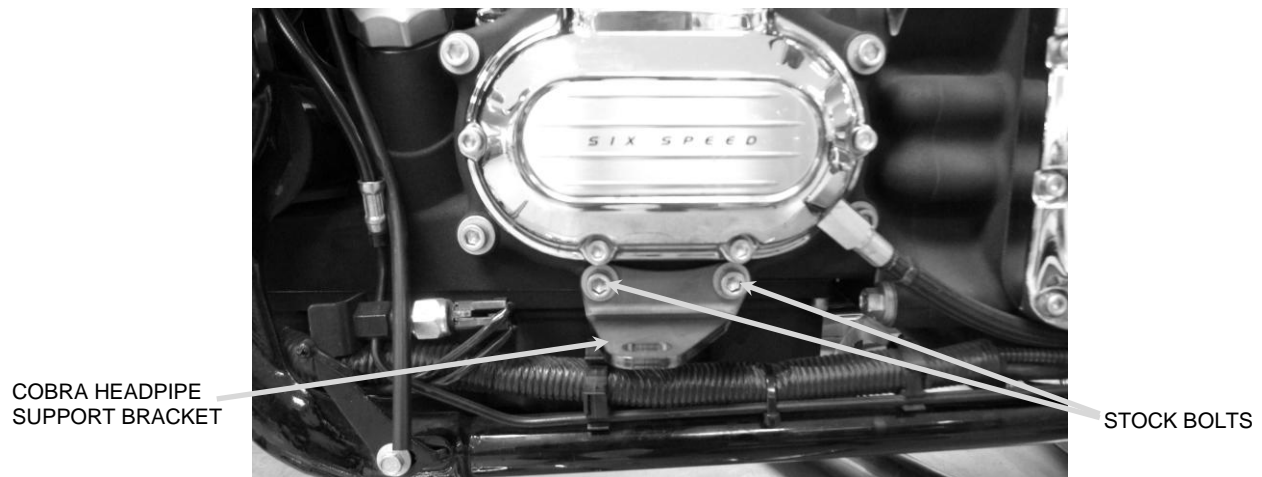


FIGURE 1

Continued on Page 2

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. THE SALE, USE, OR INSTALLATION OF THIS PRODUCT MAY ALSO BE ILLEGAL NATIONWIDE UNDER THE FEDERAL CLEAN AIR ACT (42 U.S.C. § 7522(A)(3)).

6. Install the stock flanges, retaining rings and O₂ sensors onto the supplied front and rear headpipes. The stock O₂ sensors go into the rear bungs of both headpipes. The extra bungs near the front of the headpipes are for auxiliary O₂ sensors used for high performance tuning. Be sure to install the front O₂ sensor on the front headpipe and the rear O₂ sensor on the rear headpipe.
7. Install the front headpipe (with stock gasket in place) onto the front cylinder using the stock nuts. Snug the nuts but **DO NOT TIGHTEN** at this time.
8. Slide the supplied pinch clamp over the front headpipe making sure the square hole on the clamp is facing up and towards the inside. Position the clamp over the support bracket so that the pinch clamp captures both sides of the bracket. See **FIGURE 2**. Insert the supplied 3/8" carriage bolt through the top of the pinch clamp and support bracket. Install the 3/8" flat washer and nut onto the bottom of the carriage bolt but **DO NOT TIGHTEN** at this time.

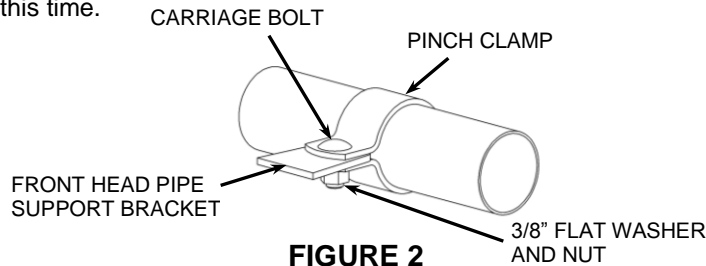


FIGURE 2

9. Install the rear headpipe (with stock gasket in place) onto the rear cylinder using the stock nuts. Snug the nuts but **DO NOT TIGHTEN** at this time.
10. Position 2 of the supplied #27-61 MSC muffler clamps onto the 2 into 1 collector slip. The hex head of the top clamp should be inward and up and the hex head of the bottom clamp should be inward and down. See **FIGURE 3**. (NOTE: The clamps should be flush with the end of the collector when tightened. See **FIGURE 3**. If the clamps are slid past the slots on the collector inlet the clamps will not tighten properly).
11. Slide the 2 into 1 collector slip onto the front and rear headpipes making sure it slides on as far forward as possible. See **FIGURE 4**. **DO NOT TIGHTEN** the clamps at this time.

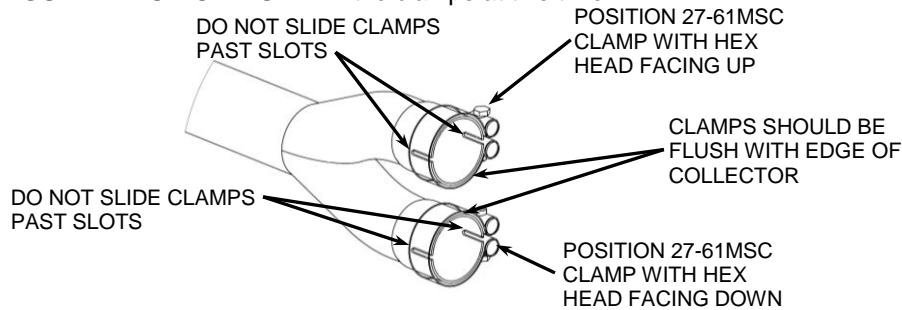


FIGURE 3

27-61 MSC CLAMP

NOTE: Arrows point to the position of the hex head of the clamps.



27-61 MSC CLAMP

FIGURE 4
Continued on Page 3

12. Position the supplied #268-65 muffler clamp with hex nut facing inward and down as shown in **FIGURE 5** and slide onto the muffler assembly inlet tube. (NOTE: The clamp should be flush with the end of the muffler when tightened. See **FIGURE 5**. If the clamp is slid past the slots on the muffler inlet the clamp will not tighten properly).
13. Slide the muffler assembly onto the 2 into 1 collector outlet. Secure the muffler assembly to the stock sliding hanger on the frame using the stock bolts and tighten to factory specifications. See **FIGURE 6**.

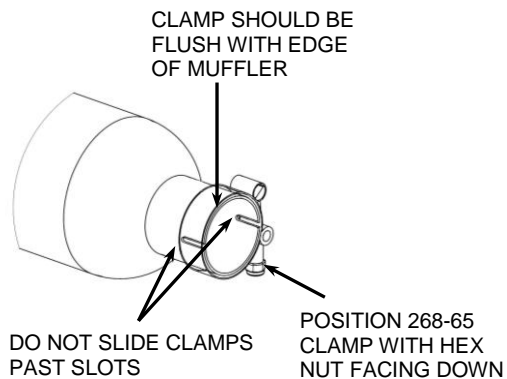


FIGURE 5

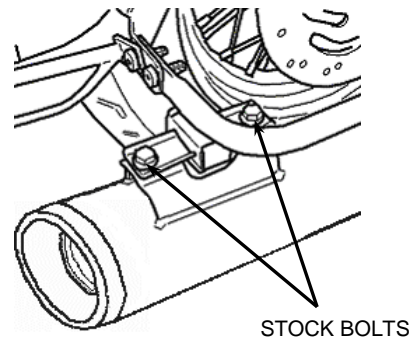


FIGURE 6

14. Make sure the rear muffler assembly, 2 into 1 collector, and headpipes are straight and parallel to one another. Look at the headpipes from the side of the bike and be sure the headpipes are parallel in the horizontal direction to one another where they enter the 2 into 1 collector. Look at the headpipes from the top of the bike and be sure that the rear headpipe is straight in line with the front headpipe. If the headpipes are not aligned properly then the front and rear heatshields may not align properly with the collector heatshield.
15. When the system is straight, tighten in the following order; headpipe flanges to the cylinders (slowly tightening opposing nuts), 2 into 1 collector clamps (27-61 MSC), and finally the front headpipe support clamp. **DO NOT TIGHTEN** the muffler clamp (268-65) at this time. This clamp will be tightened after heatshield installation. (NOTE: The clamps should be flush with the end of the muffler or collector when tightened. See **FIGURE 3 & 5**. If the clamps are slid past the slots on the muffler inlet or the collector inlet the clamps will not tighten properly).
16. Plug the O₂ sensors back into the motorcycle wire harness and route the wires away from the exhaust in the same manner as stock.
17. Unscrew the **HS-28** and **HS-24** clamps and feed the tail end of the clamp through the clips on the inside of the heatshields. The larger clamp (**HS-28**) goes to the 2 into 1 collector heatshield with the hex head facing down. The smaller clamps (**HS-24**) go to the front and rear headpipe heatshields. The hex head will face downward on the front heatshield and upward on the rear heatshield. See **FIGURE 7** for proper positioning of the clamps on the heatshields. (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 the heatshields are mounted to the pipes.)
18. Install the front heatshield first. (NOTE: Spread the hose clamps apart slightly to make it easier to slide them over the head pipes.) Make sure the 27-61 MSC clamps on the 2 into 1 collector do not interfere with the heatshield and are aligned as previously described. Snug the heatshield clamps but **DO NOT TIGHTEN** at this time.
19. Install the rear heatshield the same way as the front heatshield and snug the clamps. **DO NOT TIGHTEN** at this time. See **FIGURE 7**.

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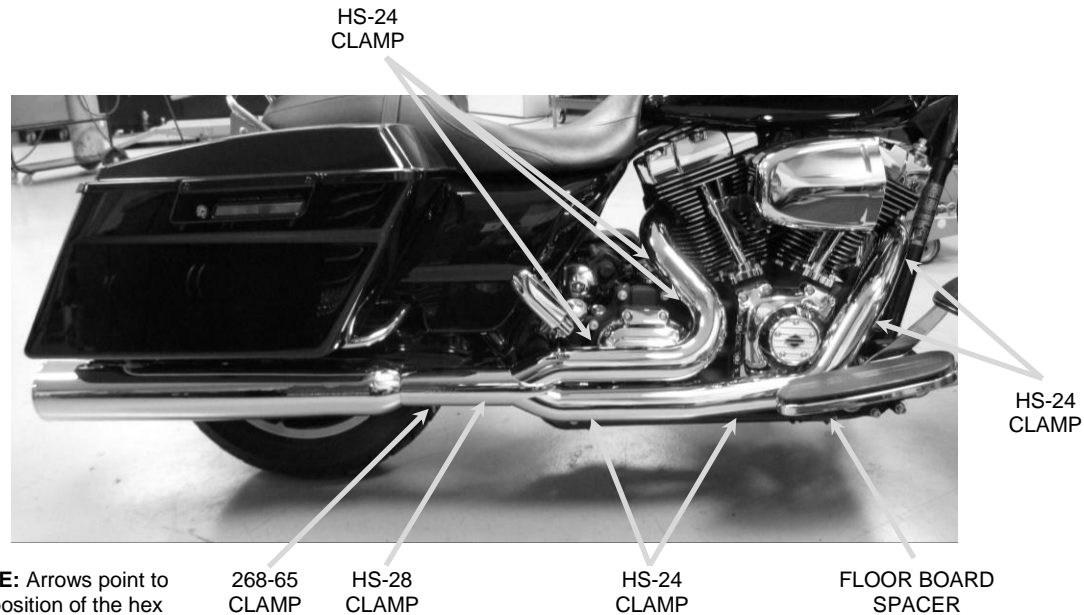


FIGURE 7

20. Install the 2 into 1 collector heatshield last. Position the heatshield so that it covers the collector joint evenly. Adjust the muffler assembly forward or backward to get a proper fit between the front of the muffler and the rear of the collector heatshield. There must be a small (minimum of 1/16") gap between the rear of the collector heatshield and the front of the muffler body. Snug the heatshield clamps but **DO NOT TIGHTEN** at this time.
21. Make sure all of the heatshields are straight and the gaps on the collector heatshield are even and then tighten all the heatshield clamps.
22. Tighten the muffler clamp (268-65). (NOTE: The clamp should be flush with the end of the muffler when tightened. See **FIGURE 5**. If the clamp is slid past the slots on the muffler inlet the clamp will not tighten properly).
23. Install the right floor board using the supplied spacer and stock bolts. The spacer goes between the frame and the rear mounting location for the floor board. See **FIGURE 7**. Tighten the fasteners to factory specifications.
24. Make sure all the hardware (brackets, headpipes, clamps, heatshields, and floor boards) have been tightened appropriately.
25. Reinstall the right side cover and saddle bags.
26. **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.**