

Items Supplied >

- 1 – FRONT EXHAUST ASSEMBLY
- 1 – REAR EXHAUST ASSEMBLY
- 1 – MUFFLER ASSEMBLY
- 5 – HOSE CLAMPS HS-24; 2 – HOSE CLAMPS HS-28
- 2 – HOSE CLAMP 27-61 MSC
- 2 – BOLT, HEX 5/16-18 x 5/8
- 2 – SCREW, BUTTON ¼-20 x 3/8
- 2 – BILLET MUFFLER TIPS
- 1 – EXHAUST MOUNT BRACKET
- 1 – SPACER, .750" O.D. X .343" I.D. X .550" LONG BLACK

Application(s) >

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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. Unplug O₂ sensors on front and rear headpipes from motorcycle wire harnesses.
2. Remove stock exhaust system. Remove the rear stock mount bar from the transmission.
3. Remove the flange, retaining ring and O₂ sensors from the stock headpipes.
4. Remove socket head screw, bolt, and nuts from the transmission case and remove the stock exhaust mount. Install the supplied exhaust mount to motorcycle (see Figure 1) but **do not tighten**. On 2008 Dyna models only, insert the supplied black **spacer** between the supplied exhaust mount bracket and transmission case, then reinstall the stock hex bolt into this location and any remaining hardware, see Figure 2, **do not tighten** fully.
5. Remove front and rear headpipe from box and install stock flange, retaining ring and O₂ sensors.
6. Install the front and rear headpipes on the motorcycle but do not tighten. Make sure the pipes are parallel with each other.
7. Install on the front pipe the stock split ring mount clamp using the stock hardware.
8. Remove the muffler assembly from the box and slide one supplied clamp #27-61MSC onto each muffler tube. Refer to Figure 2 for proper alignment.
9. Slide the muffler assembly onto the head pipes by tapping on the head pipes with your hand as you push the mufflers forward making sure the assembly slides as far forward as possible. Secure the muffler assembly to the mounting bracket using the supplied 5/16-18 bolts but **do not tighten**. Plug O₂ sensors back into motorcycle wire harnesses.
10. Make sure the muffler assembly is parallel to the ground, then tighten the following in order, muffler bracket to the motor, head pipe flanges to the motor (slowly tighten opposing nut), muffler assembly to the muffler bracket, and muffler clamps. (NOTE: If the muffler clamps are slid to far up the muffler or past the three slots, the clamps will not tighten.)
11. 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 (see figure 2).
12. 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 do not interfere with the heatshields and are aligned as shown in Figure 2. Snug the heatshield clamps but **do not tighten**.

*** 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.**

13. Install the rear heatshield the same way as the front heatshield.
14. Make sure the front and rear heatshields are even on the back with each other. 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. On Speedster Slashdown exhaust applications install one billet tip on each heatshield making 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.**
15. Tighten the clamps on the heatshield.
16. Make sure all the hardware (brackets, headpipes, heatshields, and muffler) has been tightened appropriately and cleaned before starting your motorcycle.

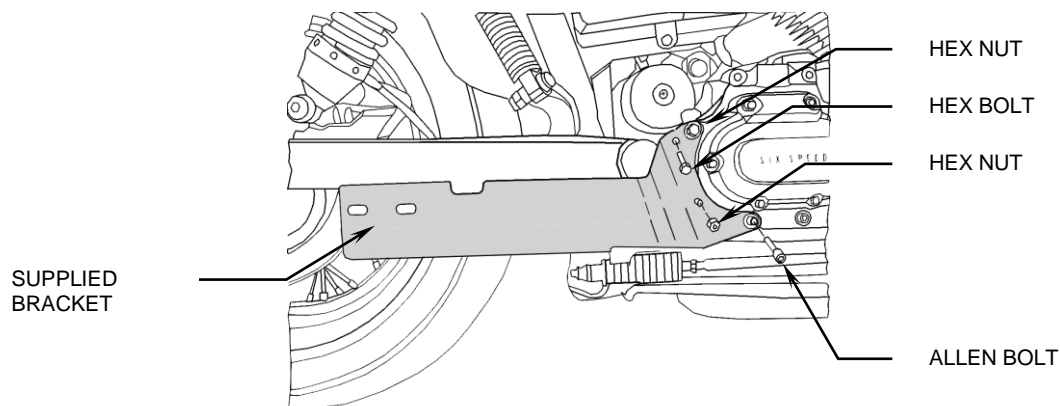


FIGURE 1

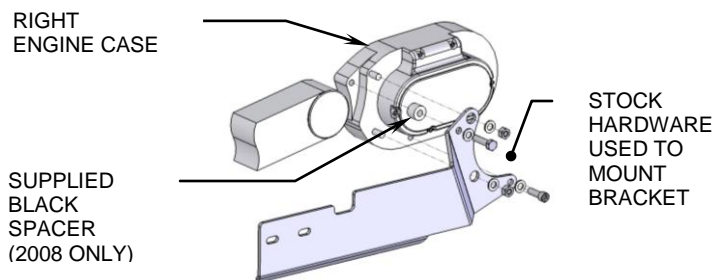


FIGURE 2

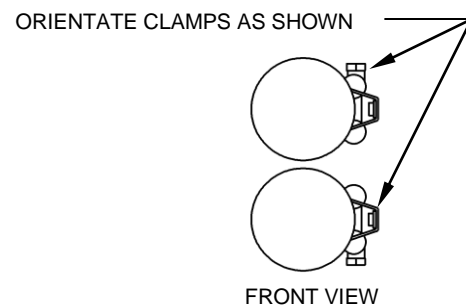


FIGURE 3

IMPORTANT: It is recommended that a Cobra Fi2000® Closed Loop Digital Fuel Processor, (2006-Models: Part # 692-1609CL; 2007 Models: Part# 692-1606CL; 2008-2010 Models: Part # 692-1610CL), be installed with the Cobra exhaust system. Cobra is not responsible for the performance of any other fuel management system used with Cobra exhaust systems.

Before starting your engine remove all fingerprints from chrome with a quality wax or chrome polish. Failure to do so can cause discoloration. Due to fluctuations in fuel injection/carburetion settings, timing, etc., Cobra Engineering does not warrant against chrome discoloration.

California does not allow the use of aftermarket exhaust systems that remove original equipment catalyts, (except for racing use only) unless the Air Resources Board has issued an Executive Order for that system.