

Items Supplied >

1 – FRONT EXHAUST HEADPIPE W/ HEATSHIELD
1 – REAR EXHAUST HEADPIPE W/ HEATSHIELD
1 – EXHAUST MUFFLER ASSEMBLY
1 – EXHAUST MOUNT BRACKET
2 – CLAMPS, 27-61 MSC
5 – CLAMPS, HS-24
2 – CLAMPS, HS-28
2 – BOLT, HEX FLANGE 5/16-18 x 5/8"
2 – BOLT, HEX FLANGE M8-1.25 X 16mm
2 – SCREW, BUTTON ¼-20 x 3/8"
2 – BILLET MUFFLER TIPS

Application(s) >

KAWASAKI VN1700 CLASSIC/LT 2009

Instruction Manual >

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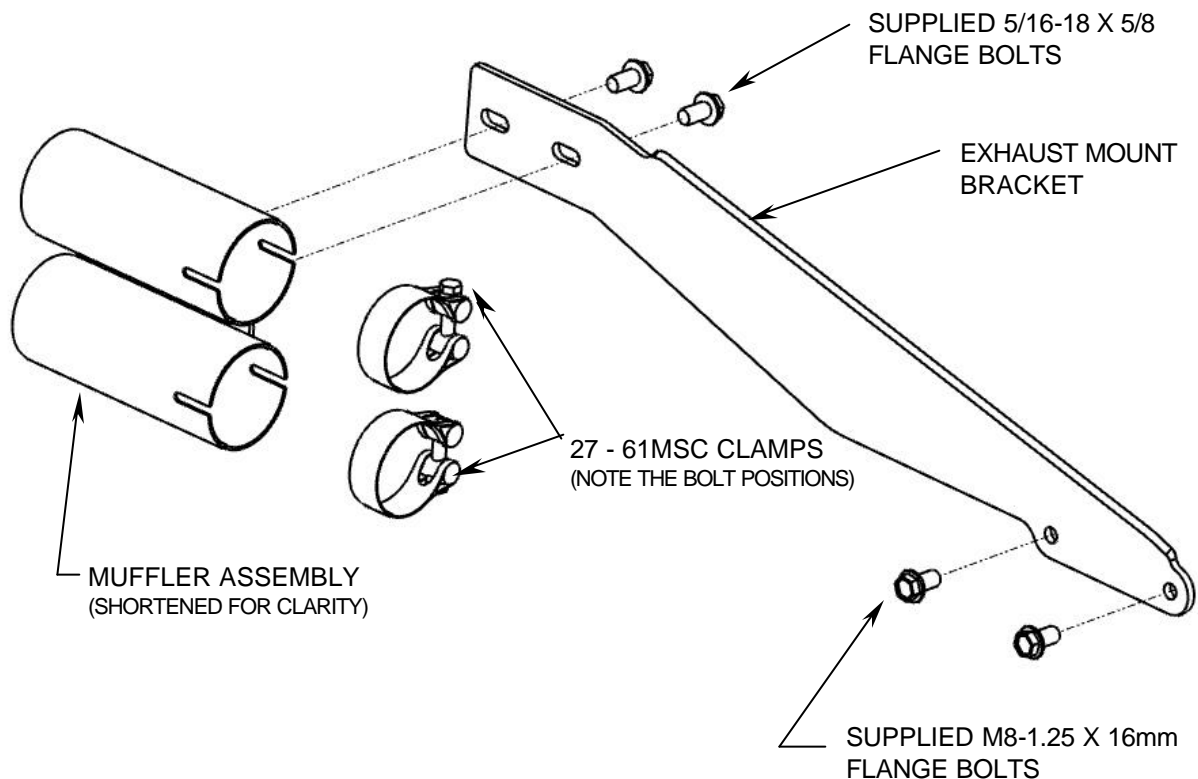
**PRIOR TO INSTALLATION, MAKE SURE YOUR STOCK HEADPIPE GASKETS ARE IN GOOD SHAPE.
IF YOU HAVE ANY DOUBTS AS TO THEIR CONDITION, REPLACE THEM.**

Read all instructions carefully and completely before installing your new exhaust system

1. Remove stock exhaust system and exhaust mount on the right side frame rail; retain all (4) acorn nuts for later reinstallation.
2. Loosen the (2) M10 bolts and move the right side floorboard assembly out of the way to ease installation of the exhaust.
3. Remove the exhaust mount bracket from the box, and mount it to the motorcycle frame, where the stock mount was removed, using the supplied M8 flange bolts. **DO NOT TIGHTEN** at this time. See Figure 1.
4. Install the front and rear headpipes onto the motorcycle using the supplied Cobra flanges and stock acorn nuts. Make sure the headpipes are parallel to each other. **DO NOT TIGHTEN.**
5. 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 1. 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 assembly to the exhaust mount bracket using the supplied 5/16 flange bolts but **DO NOT TIGHTEN.**
6. Make sure the muffler assembly is parallel to the headpipes (this is critical) then tighten the following in order; exhaust mount to the frame, muffler assembly to the exhaust mount, headpipe flanges to the motor (slowly tighten opposing acorn nut) 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.)
7. Unscrew the remaining hose clamps and feed the tail end of the clamp through the clips on the inside of the heatshields. The screw end of the hose clamp should be accessible for tightening but not visible when the heatshields are mounted to the pipes. The (2) larger clamps should be placed towards the rear of each heatshield so they clamp over the muffler assembly.
8. 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). Snug the heatshield clamps but **do not tighten.** Install the rear heatshield the same way as the front heatshield.

** 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.*

9. Install one billet tip on each heatshield making sure the ends of the tips are even with each other. Fasten the tips with the supplied 1/4" 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, failure to do this may cause damage to the chrome tips.**
10. Tighten the clamps on the heatshields.
11. Retighten the bolts on the right side footpeg assembly to factory specifications.
12. Make sure all the hardware (brackets, headpipes, heatshields, and baffles) has been tightened and cleaned before starting the motorcycle.



IMPORTANT: Cobra highly recommends using a Fi2000 Fuel Management System to help eliminate lean conditions and popping sounds. Cobra Part# 92-1965

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.