

COBRA

Items Supplied >

1 – FRONT HEADPIPE W/HEATSHIELD
1 – REAR HEADPIPE W/HEATSHIELD
1 – MUFFLER ASSEMBLY
1 – EXHAUST MOUNT BRACKET
2 – EXHAUST FLANGES
5 – HOSE CLAMPS HS-24 (SMALLER)
2 – HOSE CLAMPS HS-28 (LARGER)
2 – CLAMP, 27-61MSC
2 – BOLT, HEX 5/16-18 x 5/8
2 – BOLT, HEX M8 X 16mm

Application(s) >

SUZUKI M90

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.

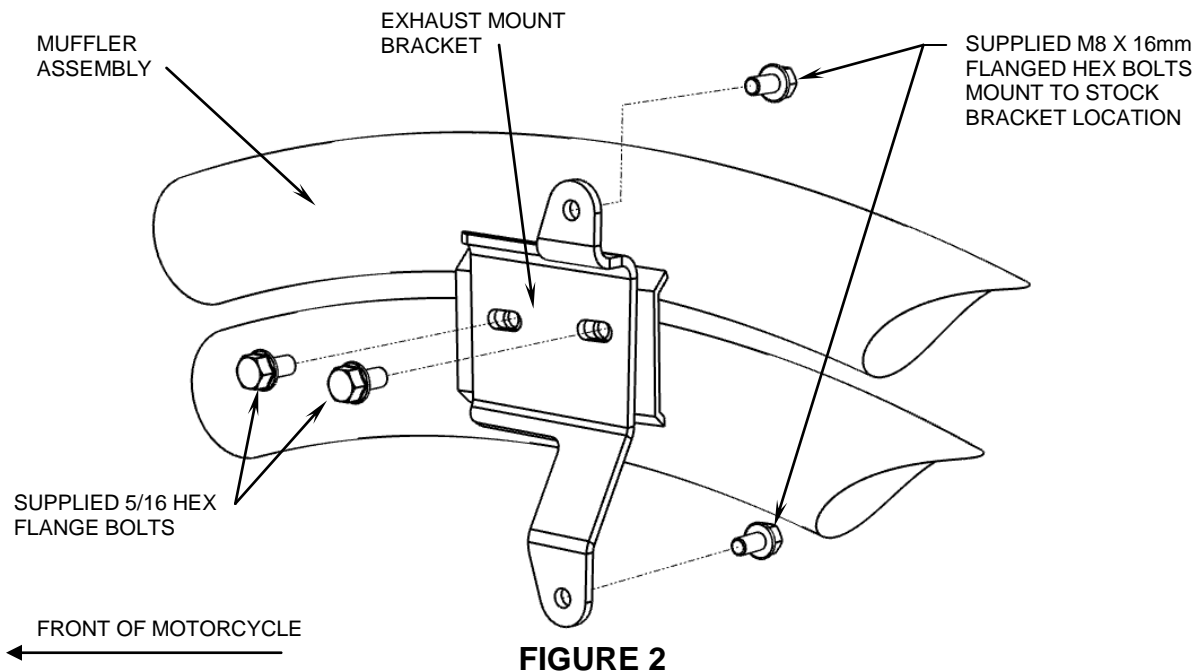
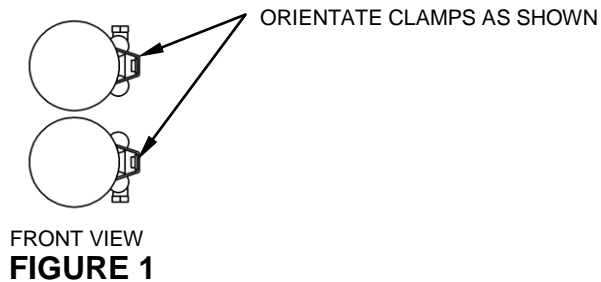
Read all instructions carefully and completely before installing your new exhaust system

1. Remove the stock exhaust system and retain stock headpipe hardware and gaskets.
2. Loosen the right side rider footpeg mount but **DO NOT REMOVE**. (This is necessary for front headpipe/heatshield installation clearance.)
3. Install the front and rear headpipes onto the motorcycle using the supplied exhaust flanges, stock allen bolts and stock gaskets. **DO NOT TIGHTEN** at this time.
4. Remove the muffler assembly from the box and slide two supplied 27-61MSC clamps onto the flared muffler inlets. Refer to Figure 1 for alignment. Bolt muffler assembly to supplied exhaust mount using the (2) supplied 5/16 hex flange bolts, but **LEAVE BOLTS LOOSE**.
5. Slide the muffler assembly onto the headpipes by tapping on the headpipes with your hand as you push the mufflers forward making sure the assembly slides as far forward as possible. Insert the (2) supplied M8 bolts through the exhaust mount bracket and into the frame where the stock mount was removed. See Figure 2. **DO NOT TIGHTEN**.
6. Make sure the muffler assembly is parallel to the two headpipes then tighten the following in order, muffler bracket to the frame, muffler assembly to the muffler bracket, headpipe flanges to the motor (slowly tighten opposing 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 two larger hose clamps are to be placed at the rear of the heatshield so that they clamp around the muffler tubes. The screw end of the hose clamp should be accessible for tightening but not visible when the heatshields are mounted to the pipes similar to Figure 1.
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). Make sure the muffler clamps don't interfere with the heatshields and are aligned as shown in Figure 1. Snug the heatshield clamps but **DO NOT TIGHTEN**.
9. 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.*

Anything's Possible.®

10. Tighten the clamps on the heatshields.
11. Retighten the footpeg mount loosened in Step 2.
12. Make sure all the hardware (brackets, headpipes, heatshields, mufflers and baffles) have been tightened appropriately and cleaned before starting your motorcycle.



IMPORTANT: It is recommended that you install a Cobra Fi2000® Digital Fuel Processor with your Cobra exhaust system. Cobra is not responsible for the performance of any other fuel management system used with Cobra exhaust systems. **Suzuki M90 Fi2000 (part# 92-1842 for 49 state and part# 92-1842-50 for CA legal models.)**

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 carburetor 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 catalysts, (except for racing use only) unless the Air Resources Board has issued an Executive Order for that system.