

2016 and later, Water-Cooled, Triumph Modern Classics

Cone Engineering “Dominator Sport” and “Dominator Touring” Installation Instructions

These instructions cover the T100, T120, Street Twin, and Street Cup models.

When installed on the original headers and catalytic converters in place, you should not require EFI retuning.

REMOVING THE STOCK EXHAUST

- Loosen the stock muffler clamps.



BEFORE REMOVING MUFFLERS YOU MUST REMOVE THE REAR PASSENGER PEGS. IF YOU TRY TO LOOSEN THE NUT ON THE MUFFLER RETAINING BOLT IT WILL JUST SPIN. If you have rear foot peg eliminators, and there are no passenger pegs, the mounting bolt is exposed for easy removal and you can skip this next step.

- **On models with passenger foot pegs you need to remove the pegs before you can get to the bolt to hold it from turning.**

To remove rear passenger pegs: You need to first remove the foot peg from the peg mount. BE VERY CAREFUL AS THERE IS A SPRING, BALL, AND DETENT PLATE THAT CAN BE EASILY LOST. Make note of how this assembly comes apart for reinstallation. Start by removing the circlip on the end of the peg shaft. Carefully remove shaft while holding peg in position. Remove peg without losing the ball, spring, or detent plate. Set aside.



Passenger Foot Peg Assembly

- Now you can access the allen head bolt that was behind the foot peg.



- The right side mufflers should now be loose and ready to remove. Rotate it slightly inward and then slide backwards off the header. This photo actually shows removing the left muffler.



- On the left side muffler there is one additional bracket to be removed, about where the kick stand is located. Once this mount is removed the left side muffler can be removed as the right side was.



- The final step is cleaning the header inlets to prepare for the new muffler installation. Inside the OE muffler is a graphite gasket. In most cases it stays in the muffler when it is removed. Occasionally however, it may remain stuck to the header and will need to be removed before your new exhaust can be installed. The removal process will destroy the gasket so if you plan to reinstall your stock mufflers, that gasket will need to be replaced. With the Cone Engineering mufflers the gasket WILL NOT be used.



Gasket stuck to header?

Use screwdriver to loosen.

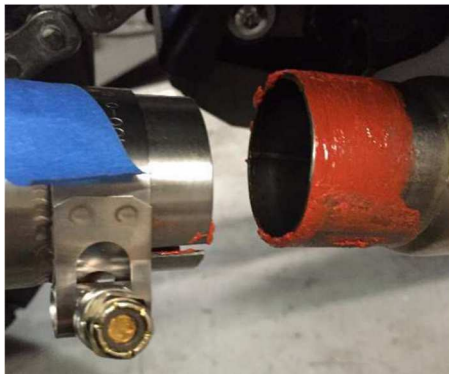


Unwrap broken gasket

and remove.

INSTALLING YOUR NEW EXHAUST

- On your new mufflers, determine which is right and left. There are several ways to tell. The logos face outward and upward. There is coding on the inward side of the rear bracket, and in the code you will see an “L” and an “R” on the muffler.
- Spread a light coat of the provided high-temperature sealant on the inside of the muffler and the surface of the header where they will contact to reduce the chance of exhaust leakage.



- Place the provided clamps onto the muffler in a position where you will be able to tighten once it is installed. **DO NOT TIGHTEN CLAMPS YET.**
- Install rear muffler mount at rear passenger peg. The bracket installs to the **INSIDE** of the rear passenger peg mount, the plastic spacer goes between the muffler bracket and the back of the passenger peg mount. Reinstall either rear foot peg holder (T120/Street Twin) or peg eliminator (ThruXton) – **DO NOT TIGHTEN YET.**



- Install passenger pegs making note that pegs fold upward in proper direction and the nipples on the inside of peg holder matches to the hole in the peg mount. Reinstall peg mounting hardware as removed.



- Once everything is in place and hand tightened, make sure mufflers are positioned equally in all directions - same relative height, width and securely on header. They can be repositioned fairly simply by rotating the muffler on the header or raising one side or the other on rear bracket.
- After checking alignment, complete the tightening all hardware – headers, clamps, mufflers, and passenger pegs. Remember to retighten all parts on completion of installation.

LAST BUT NOT LEAST!

When finished with installation, wipe down mufflers with acetone or rubbing alcohol to remove all fingerprints and oily residue.

**FAILURE TO DO SO WILL DAMAGE THE
FINISH OF YOUR MUFFLERS!**

Troubleshooting:

TYPICAL FITMENT ISSUES

- **Prior Modifications:** Each model of bike has a header specific to that bike. If your exhaust comes nowhere close to fitting and you've tried all the alignment tweaks, it's time to consider whether something has been changed. Even if you are the original owner we have found a few models that had been modified at dealer. This is more common on "customized" bikes.
- **Missed instruction step:** If it doesn't fit, try going back over the instructions once more to see if you missed a step.
- **Damaged in shipping or production:** While we make every effort to deliver you a perfect part, mistakes can occur. If you have attempted all the previous steps and still have problems, please contact our sales department via email at SALES@CONEENG.COM