

2002 -2016, Air-Cooled, Triumph Modern Classics

Cone Engineering “Shorty Performer” Thrupton and Bonneville T100 Installation Instructions

These kits were designed to be used with stock Triumph Thrupton headers or stock Bonneville T100 headers as applicable, it does not fit “Mag Wheel” SE models. They fit 2004 – 2016, air-cooled models, either Fuel Injected or Carbureted models. These mufflers were NOT designed to be used with a centerstand. Muffler kits include a frame mounted replacement kick stand stop. RETUNING AFTER INSTALLATION OF AN AFTERMARKET EXHAUST IS ALWAYS RECOMMENDED.

- Retain and reuse stock muffler clamps. (If your stock clamps are not available, a replacement clamp can be used but may not have as much clamping strength as the original. Some clamp designs have a greater tendency to vibrate loose. Check tension regularly - but do not overtighten).
- Remove rear passenger pegs.
- Remove stock mufflers.
- On your new mufflers, determine which is right and left. There are several ways to tell. The logos face outward and slightly 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.
- Install mufflers onto existing header. Use of a high-temperature sealant is advised on the connection surface between header and muffler to reduce air leakage. **DO NOT TIGHTEN CLAMPS YET.**
- Install rear muffler mount to BACK SIDE of rear passenger peg assembly. **USE THE BLACK DELRIN SPACER THAT HAS BEEN PROVIDED** to replace the stock rubber insert. Hand tighten - do not torque pegs until you finish aligning the mufflers. If using passenger pegs, make sure they fold upward in proper direction and the nipples on the inside of peg seats in the foot peg mounting arm. (If you are using a rear foot peg eliminator, you may need to utilize a longer bolt).
- Before tightening any hardware, make sure mufflers are positioned equally in all directions - same relative height, width and fit 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.
 - NOTE: If you have difficulty getting the system to align, you may need to loosen the headers at the cylinder head, the “crossover tube” (under the forward portion of the engine), and the rear header mount (approximately under the main foot pegs location). Once you’ve loosened these points you will find a greater range of movement to align the exhaust. Remember to retighten all parts on completion of installation.
- After checking alignment, begin tightening all hardware – headers, clamps, mufflers, and passenger pegs.
- Both the Thrupton and the Bonneville utilize a separate kickstand stop that is provided in your kit. It should now be installed as seen in the following pictures.



This is the Thruxton and the Bonneville kickstand stop bracket and hardware that is provided. It is shown with the rubber kickstand stop (from your stock muffler) already installed.



This is the frame tab that you will attach the bracket to. It is on the left side “ear” on lower frame under engine. It would be where centerstand would normally bolt.



Install on OUTSIDE of tab as shown. If mounted to the inside it can affect the kickstand alignment and clearance to the mufflers. Remove rubber pad from stock mufflers and install on bracket.



Align stop bracket and kickstand and complete final tightening. You can affect the kick stand distance from the muffler by rotating the kickstand stop bracket clockwise/counterclockwise.

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 FINISH OF MUFFLERS!

TYPICAL FITMENT ISSUES

- Modifications 1. Especially on older bikes where you are not the original owner, a previous owner may have modified the bike. Check to make sure your model year and make by confirming the VIN matches what you have been told. We've seen Bonneville modified into Thruxton, Mag Wheel into what looks like Bonneville, important mounting locations like the tab for the kickstand removed or even the rear passenger peg mounting bars removed.
- Modifications 2. Each model of bike has a header specific to that bike. The main difference is the amount of "kick" at the end of the header where the muffler mounts. 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, please contact our sales department via email at SALES@CONEENG.COM