

2006 King-50

Cobra

Owners Manual



For **parts orders** contact your local dealer

To locate your closest Cobra dealer
log on to

www.cobramotorcycle.com

or call

(330) 549-9600

If you need **technical assistance**
contact your local dealer or call
the Cobra Technical Support Hotline at
(330) 549-9603

Cobra Motorcycle MFG., Inc.
11511 Springfield Road
North Lima, Ohio 44452

MCKG2006.2

DISCLAIMER OF WARRANTY

This motorcycle is sold "as is" with all faults, obvious or not. There are no warranties expressed or implied, including any warranty of merchantability and warranty of fitness for any particular purpose.

"WARNING"

THE COBRA KING IS A COMPETITION MODEL ONLY AND IS NOT MANUFACTURED FOR, NOR SHOULD IT BE USED ON PUBLIC STREETS, ROADS OR HIGHWAYS.

THE USE OF THIS BIKE SHOULD BE LIMITED TO PARTICIPATION IN SANCTIONED COMPETITION EVENTS UPON A CLOSED COURSE BY A SUFFICIENTLY SKILLED RIDER AND SHOULD NOT BE USED FOR GENERAL OFF-ROAD RECREATIONAL RIDING.

IMPROPER USE OF THIS MOTORCYCLE CAN CAUSE INJURY OR DEATH.

THIS BIKE IS INTENDED FOR EXPERIENCED RACERS ONLY AND NOT FOR BEGINNERS.

IT IS YOUR RESPONSIBILITY AS THE OWNER OF THIS COBRA MOTORCYCLE OR AS THE PARENT, OR LEGAL GUARDIAN OF THE OPERATOR, TO KEEP THIS COBRA MOTORCYCLE IN PROPER OPERATING CONDITION.

THIS BIKE WAS DESIGNED FOR RIDERS THAT WEIGH LESS THAN 80 LBS WITH FULL RIDING GEAR AND SHOULD NOT BE OPERATED BY RIDERS THAT WEIGH MORE THAN THAT.

BE SURE THAT THE RIDER ALWAYS WEARS ADEQUATE SAFETY GEAR EVERYTIME HE OR SHE RIDES THEIR COBRA MOTORCYCLE.

IMPORTANT SAFETY NOTICE

WARNING

Failure to follow **WARNING** instructions could result in severe injury or death to the machine operator, a bystander, or a person inspecting or repairing the machine.

CAUTION:

A **CAUTION** indicates special precautions that must be taken to avoid damage to the machine.

NOTE:

A **NOTE** provides key information to make procedures easier or clearer.

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General Information

Specifications - General

Items	KING
Dimensions	
Wheelbase	39" (991mm)
Wheel size	10" (254mm) rear, 12" (305mm) front
Seat height	26" (660mm)
Engine	
Type	2-stroke, single cylinder, reed valve
Cooling system	Liquid-cooled
Coolant	<i>Liquid Performance Mini Coolant or Antifreeze</i>
Displacement	49.8 cc
Bore and stroke	39 mm x 41.7 mm, "V" head
Ignition system	Electronic, analog advance
Spark plug	Champion 8339-1, 8332-1 hotter, 8904-1 colder
Gap	0.023" – 0.025" (0.58 – 0.64 mm)
Ignition timing	0.040" (1.02 mm) Before To Dead Center (BTDC)
Fuel type	High octane pump gasoline RACE FUELS ARE NOT RECOMMENDED
Oil type	<i>Cobra Venom 2-cycle Race Oil</i>
Fuel / oil mix ratios	Between 32:1 and 40:1 (after engine Break-In)
Carburetion	19 mm Dell'Orto
Main Jet	96
Slow (Pilot) jet	65
Float Height	16mm ± 0.5mm (0.63" ± 0.020")
Transmission	
Speed	Single
Final drive ratio	14/38 T
Chain	100 links 420
Transmission / clutch oil type	<i>Cobra Venom 3 Shoe Clutch Milk</i>
Quantity	235 ml (8.0oz)

Chassis		
Front tire		2.50 - 12
	Pressure	16 psi minimum
Rear tire		2.75 - 10
	Pressure	16 psi min. (20 psi for hard pack or rocky conditions)
Front fork		Cobra 30mm USD
	Fork oil type	SAE 7 weight
	Fork oil amount	107 ml (3.6oz)

Optional Components

Call your dealer, or the factory, for details

- Carburetor jets
- Flat clutch washers (see clutch service section)
- Pre filter for the airbox
- Sprockets
 - Front
 - Rear
- Suspension Springs

Weight of Rider (lb)	Fork Spring	Shock Spring
Less than 51	0.23 kg/mm KCKG1223	gray, 3.5 kg/mm SCKGFX35
51 - 60	0.25 kg/mm KCKG1206	yellow, 3.7 kg/mm SCKGFX95
Greater than 60	0.27 kg/mm KCKG1227	gold, 3.9 kg/mm SCKGFX39

- Suspension Valving

Damping Rate	Fork Valving Compression (base valve)	Fork Valving Rebound (mid valve)	Shock Valving (kit)
Soft (fast)	KAKG0023	KAKG0026	SCKGFX02
Standard	KAKG0022	KAKG0025	SCKGFX01
Hard (slow)	KAKG0024	KAKG0027	SCKGFX03

- Tires
- Tubes or 'Tire Balls'

Specifications - Torque Values

Fastener	Torque Value			Size & Remarks
	ft-lb	in-lb	Nm	
Cylinder head nuts	8.8	105	12	M6 x 1.0
Crankcase bolts	8.8	105	12	M6 x 1.0
Spark plug	(SP)	(SP)	(SP)	M14 x 1.25
Stator bolts	2.1	25	2.8	M5 X 0.8
Stator cover bolts	1.7	20	2.3	M4 X 0.75
Clutch cover bolts	5.8	70	7.9	M6 X 1.0
Clutch nut	35	420	47	M10 x 1.25*
Clutch bolts	12	144	16	M6 x 1.0
CFD nut	55	664	75	½" x 20 LHT
Front axle nut	25	300	34	M12 x 1.25
Engine mount bolts	22	265	30	M8 X 1.25
Swingarm Pivot	21	250	28	M14 X 2.0
Intake manifold bolts	4.6	55	6.2	M6 X 1.0
Rear Axle Bolt	25	300	34	M12 X 1.25
Rear Sprocket Bolts	18	216	24	7 mm
Fork cartridge rod	12	144	16	
Triple clamp bolts	6	72	8	M6 x 1.0
Fork cap	5	60	6.7	1.25" x 18
Ignition rotor nut	40	480	54	M10 x 1.25*

* Apply high strength thread locking agent when installing

(SP) To apply the proper torque to the spark plug when inserting, one must first screw the spark plug in until the metal gasket ring causes resistance and then turn another 1/8 to ¼ turn.

Break-In Procedure

Your Cobra KING is a close-tolerance high performance machine and break-in time is very important for maximum life and performance. The KING can be ridden hard after the first ½ hour break-in time but it is recommended that no adjustments are made to the carburetion or suspension until the full 8 hours of bike break-in has elapsed. Also, after the engine, transmission, and drive train have been broken-in for the full 8 hours, the bike will be faster!

Use a fuel / oil mixture of 32:1 for the full 8 hour break-in period. Be sure to use high-octane pump gas, with Cobra's specially formulated *Cobra Venom 2-cycle Race Oil*. (Part # MCMUOL02)

CAUTION:

Failure to use proper fuel, oil, or fuel/oil mixture may result in premature engine wear or damage to the machine.

Adhering to the following break-in schedule will result in long lasting high performance machine.

- Start bike on stand
- First 5 minute period, operate the bike on the stand with a combination of idle and high RPM operation. (avoid prolonged high RPM but spin the rear wheel good at least once or twice per minute)
- Allow bike to cool
- Ride for 15 minutes maximum (avoid prolonged high RPM operation and avoid abusing the clutch with throttle blipping.
- Cool and inspect bike for loose fasteners.
- Next ½ hour of operation, avoid prolonged operation at Wide Open Throttle.
- After 1 hour of operation
 - Check for loose bolts and nuts on the bike and retighten as necessary (proper torque values are listed under Specifications).
 - Clean the carburetor bowl.
 - Change the transmission / clutch lubricant.
- After 8 hours of operation
 - Change the fork oil.
 - Have a Certified Cobra Mechanic change the shock oil.
- Your bike is now ready for the highest level of competition!

NOTE:

During break-in the bike will likely lose some engine coolant through the radiator overflow hose. Losing up to 4 oz (120 ml, ½ cup) is normal. Proper coolant level will cover the top of the radiator cores. Removing the radiator cap and looking inside is the only way to check the coolant level.

WARNING

Never open the radiator cap of a machine that has a hot or warm engine or one that has recently been ridden. Burning and scalding could occur.

CAUTION:

It is important that the radiator cap is installed correctly and completely otherwise engine damage could occur.

Starting Procedure

Before starting the machine inspect the following:

- Check for proper tire pressure in both tires.
- Observe the chain tension and adjust if necessary.
- Observe the coolant level and fill if necessary.
- Verify that the chain rollers and sliders do not have improper wear.
- Verify that the handlebars are tight.
- Check the throttle for smooth operation and sound closing.
- Check for loose bolts and nuts, and re-torque as necessary.
- Verify that the air filter is clean and properly saturated with oil.
- Insure that the fuel tank contains an adequate volume of fuel / oil mixture to complete the distance required. (High octane pump gas with Cobra's specially formulated *Cobra Venom 2-cycle Race Oil*)
- Turn the fuel on by rotating the fuel petcock knob to the vertically downward position (reserve position is horizontally forward)

CAUTION:

For best results from your Cobra Motorcycle use only the recommended fuels. Testing has shown that most 'race' fuels actually degrade performance.

When your pre-ride inspection is complete the bike may be started. For a cold engine follow this procedure.

1. Place the motorcycle on a stand of sufficient strength that positions the motorcycle in a level upright position with the rear wheel off the ground.
2. Pull up the choke knob and turn it to lock it.
3. Kick start the engine.
4. Rev the engine in short spurts, turning the throttle no more than 1/4 open until the engine will run without the choke.
5. Verify a functional engine shut-off switch by shutting off the engine.
6. Restart the engine and proceed with riding when the engine is sufficiently warm (i.e. the side of the cylinder is warm to touch).

CAUTION:

Never rev an engine full throttle when it's cold or slightly warmed up. Also, for best clutch performance, warm up the bike before taking off.

WARNING

This is a high performance race motorcycle. Too much application of throttle will likely land your little racer on his or her arse. Fenders can be replaced but bruised egos and other body parts take longer.

General Tips

1. Always wear a helmet and other protective riding gear.
2. Cobra recommends that you tell your child to take it easy the first couple of minutes in practice until the engine comes up to full operating temperature.
3. Make sure your riders' foot is not resting on the foot brake while they are riding.
4. Evaluate the bikes jetting only after it has been warmed up to race temperatures.
5. A properly maintained machine is safer, faster, and more fun to ride.
6. Filling your transmission with more than 8.0 oz (235ml) of lubricant may help to transfer heat from the clutch, but be aware that this extra oil will increase the frictional drag on the engine, thus reducing power, and will often get purged out the crankcase vent during riding.
7. New chains will stretch on first use. Never install a new chain prior to a race. Always 'break' them in during practice.
8. Your Cobra Motorcycle has a 10 digit VIN (Vehicle Identification Number). The first two digits indicate the model and the seventh indicates the model year (MY).
 - a. Example, Acxxxx6xxx is a 2006 MY King.

Maintenance

Schedule & Tips

It is important that you adhere to this maintenance schedule so as to promote the longevity of your Cobra Motorcycle.

- Between each ride
 - Check the air filter (clean and re-oil as necessary).
 - Insure the smooth operation of the throttle cable (throttle soundly 'clacks' shut).
 - Check for frayed strands of the throttle cable inside the throttle housing and replace if necessary.
 - Check for adequate tire pressures and adjust if necessary.
 - Check all nuts and bolts for proper torque and re-torque if necessary.
 - Spray all moving parts with WD40 or other light oil.
 - Check drive chain for
 - Proper tension and adjust if necessary.
 - Adequate lubrication and lubricate if necessary.
 - Insure that the ignition stator and rotor are clean and dry.

- Check the frame for cracks in the metal or cracks in the paint that might indicate that the metal has been stressed beyond it's safe limits. Replace or get properly rewelded as necessary.
- Check the rims for signs of stress, like cracks around the rim, spokes and hub.
- Every 2 hours of operation
 - Replace the transmission oil.
- Every 10 hours of operation
 - Replace the fork oil.
 - Have the shock oil replaced by a Certified Cobra Mechanic.

CAUTION:

1. Because of the amount of heat generated by the clutch and engine during extended periods of riding, it is advisable to remove the ignition cover afterward to allow the ignition to cool off. The heat transfers through the cases and can damage the stator as it cools off because of lack of airflow around the stator.
2. If you ever need to weld anything on the bike, disconnect the spark plug cap, unplug the ignition, disconnect the kill switch, scrape the paint bare near the area to be welded and put the ground clamp as close to the area to be welded as possible.
3. Inspect CFD every couple months and replace paper when thickness is less than 0.6mm.

▲ WARNING

Be sure the fuel tank and carburetor have been removed and safely located away from the welding process.

4. The frame is 4130 Chrome Moly and it is important to weld it with the proper rod and heat settings set as light as possible. Cobra recommends replacing the frame with a new one if the old one becomes damaged.
5. If your kick-starter lever does not return properly, first try loosening the six kick/clutch cover screws ½ turn. Hold the kick lever ½ way down while retightening the six screws starting for the center and working out.

Replacing Transmission / Clutch Lubricant

Tools needed:

- 235 ml (8.0 oz) *Cobra Venom 3 Shoe Clutch Milk* (Part # MCMUGF01).

Procedure:

1. Begin this procedure with a bike that has been ridden more than 5 minutes but less than 10 minutes. It is desired to have the engine warm enough so that the oil is 'runny' but not so hot that there is risk of being burned by the engine or the oil.

⚠ WARNING

Hot oil and hot components on the motorcycle may cause burns.

2. Lean bike against something or set on stand with oil drain hole.
3. Remove the oil drain plug located on the right side of the engine, on the clutch cover, near the brake lever (figure 1).



Figure 1

4. After it has drained, reinstall the plug, being sure that the gasket is in place.
5. Reapply oil from oil fill plug 235 cc (8.0 oz) *Cobra Venom 3 Shoe Clutch Milk* thru the oil fill plug.

NOTE:

Lean bike over onto it's left hand side so that the clutch cover is up unless you have a squeeze bottle.

6. Reapply the oil fill plug, hand tight, being sure the fiber gasket is in place.

CAUTION:

Cobra has spent considerable time and money developing the proper lubrication to handle the harsh environment of the automatic clutch and transmission of this

motorcycle. Cobra's specially developed *Cobra Venom 3 Shoe Clutch Milk* (Part # MCMUGF01) was formulated to provide superior lubrication and cooling capability over extended periods of time and is the recommended lubricant for your Cobra motorcycle.

Chain adjustment



Figure 2

1. Make sure that the rear wheel is aligned properly.
2. Push down on the seat, compressing the suspension down to where the chain is tightest. At this point, there should be a minimum of 1" of slack.
3. With the rear wheel elevated, there should be a minimum of 2.5" of slack between the swing arm and the chain.

Rear Brake Maintenance

CAUTION:

Too little brake pedal free-play will allow the brake pads to drag causing the pads to wear prematurely and possible engine component failures. Too much free-play will not allow the rider to apply the brakes quickly.

1. Set pedal height/position first, then
2. Set pedal free play.

Brake pedal height can be adjusted with the bolt and nut located under the rear of the brake pedal. The free-play is adjusted with the adjustable plunger on the end of the brake pedal.

CAUTION:

Use only DOT 4 brake fluid

Setting rear brake pedal position (see figure 2b):

1. Loosen the lock nut (10mm wrench).
2. Adjust the brake lever stop (10mm wrench) so that the lever is comfortably reachable in both:
 - a. Standing riding position, and
 - b. Sitting riding position.
3. Tighten the lock nut (10 mm wrench).

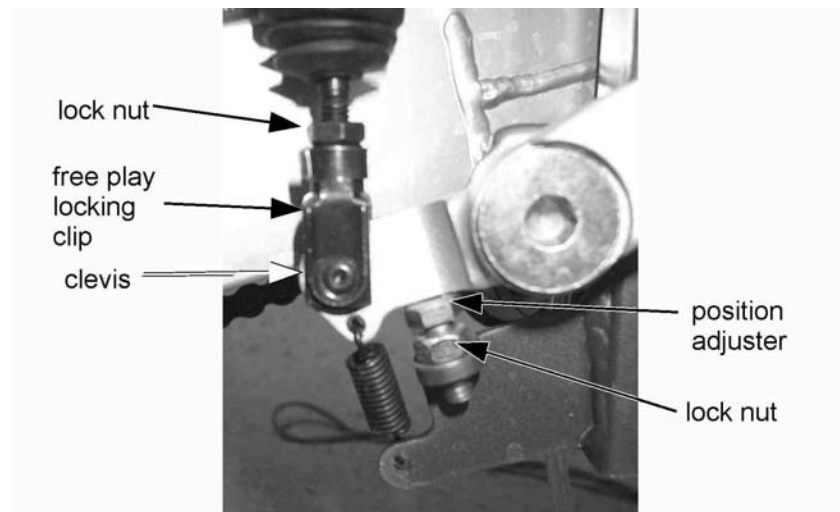


Figure 2b

CAUTION:

Adequate pedal free play is required so that the brake pads do not drag on the rotor. 1" MINIMUM.

⚠ WARNING

Make sure that the free play locking clip is installed such that one must push forward, toward the front of the bike, to remove. Otherwise the clip is apt to come undone while riding.

To adjust (see figure 2b):

1. Loosen the lock nut (10mm).
2. Undo the free play locking clip from around the brake adjustor (plunger), with your hand by pushing it forward.
3. Slide the pin of the locking free play locking clip from the brake lever
4. Adjust as needed by rotating the clevis on the end of the adjustor (plunger).

NOTE:

Turning the clevis Clockwise will lengthen the adjustor (plunger), removing free play from the system, and turning the clevis Counter-Clockwise will shorten the adjustor (plunger) adding free play to the system.

Air Filter Cleaning



Figure A1

- Remove the seat (unscrew the knob under the seat & rear fender)
- Squeeze the two tabs together as shown in figure A1 and pull the wire retainer up and out of the air box
- The filter may now be pulled from the airbox
- Clean the airbox of dirt and clean the filter sealing surface of the old sealing grease.

CAUTION:

Pay particular attention to clean any particles from the airbox between the filter location and the carburetor.

NOTE:

Cobra has available a carburetor cover that allows easy cleaning of the airbox.

1. Remove the air boot
2. Install the cover (RCMU0109) over the carburetor inlet
3. Spray out the airbox.

⚠ WARNING

Do not clean the air filter with gasoline or other highly volatile petroleum product. Diesel fuel or kerosene would be preferred but caution should still be taken. Hot soapy water works well.

1. Clean the filter in hot soapy water to remove all dirt particles.
2. Allow it to dry thoroughly.
3. Saturate with filter oil and remove excess.

NOTE:

It's very important to oil your filter consistently each time because varied amounts of oil will change your carburetor jetting.

4. Apply grease to the black sealing surface of the filter and reinstall as in figure A2.



Figure A2

5. Squeeze the two finger tabs together on the wire retainer and install into the airbox while aligning the bottom guiding tabs "legs" with the arrows on the filter (figures A3 & A4)

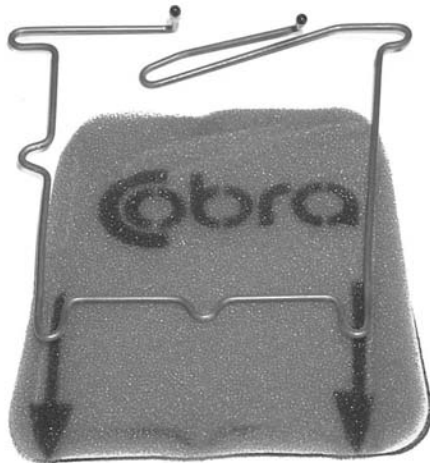


Figure A3



Figure A4

6. Push the wire retainer down until it bottoms

CAUTION:

If the side arms do not align with the associated holes it is quite likely that the legs did not make it into the holes. Realign and try again.

7. Press each side arm into their respective holes one at a time with each finger tab.



Figure A5



Figure A6

8. When properly installed, the filter and retainer should look like figure A7, with the filter material extending beyond the perimeter of the wire retainer



Figure A7

NOTE:

Make sure you change or clean your filter after each moto. We recommend carrying multiple filters in your toolbox, one for each practice session and moto.

Fork Oil Replacement

Tools required

- Two 19 mm wrenches or sockets

- 4 & 5 mm hex key (Allen wrench)
- 25mm wrench or socket
- 7 wt fork oil

Disassembly procedure

1. Remove the front wheel (19 mm wrench).
2. Remove the brake caliper from the fork leg (4 mm hex key).
3. Loosen the fork caps (25mm socket).
4. Remove the fork legs from the triple clamps (5 mm hex key).
5. One leg at a time
 - a. Remove the fork cap from the leg.
 - b. Separate the fork cap from the damper rod.
 - c. Pull out the fork spring.
 - d. Place upside down over a suitable pan, tray, or container.
 - e. Work the damper rod up and down several times.
 - f. Allow it to drain completely.

Assembly procedure

1. Fill the fork leg with 4.4 oz (130 ml) 7 wt fork oil.
2. Measure the fork oil level to the top of the fork tube with the leg collapsed, and record for tuning purposes.
3. Install the fork spring.
4. Reconnect the damper rod to the fork cap (12 ft-lb, 16 Nm).

CAUTION:

The damper rod is hollow and will break if the nut is over tightened.

5. Reinstall the for cap into the fork leg (5 ft-lb, 6.7 Nm)
6. Reinstall the fork legs into the clamps (6 ft-lb, 8 Nm).
7. Reinstall the brake caliper.
8. Reinstall the front wheel (25 ft-lb, 34 Nm).

Service

Trained technicians with precision gauging and proper assembly fixtures carefully assemble all Cobra engines to specific tolerances. If you feel you have the skills, and the appropriate tools, to perform the following service tasks please follow the instructions closely. The part numbers are listed throughout to help you when ordering parts from your local Cobra dealer.

If you don't feel comfortable with the service work, simply take your engine out of the frame and sent it to:

Cobra Motorcycle Mfg.
11511 Springfield Road
North Lima, Ohio 44452

Cobra has specialized mechanics that will go through the entire engine, replacing gaskets, bolts, any old part that is worn. The engine will be rebuilt using the same precision gauging and assembly fixtures as when it was assembled new. Before leaving, the engines performance will be measured on a dynamometer to ensure that your engine is operating at its highest potential. All this for one low nominal fee, please call (330) 549-9603 for details.

Engine Service

One method for determining whether the top end of your engine needs rebuilt is to perform a WOT (Wide Open Throttle) kicking compression test. Before performing the procedure please read the caution notes below.

CAUTION:

- There appears to be a wide range of variability in reading compression gauges across the country.
- The head volume of this Cobra Motorcycle is very small and so requires many kicks ~20 before you establish the most accurate reading possible.
- Because of the geometry of the spark plug used in this Cobra Motorcycle, the adapter used with your compression tester must have a similar volume protruding into the combustion chamber to establish an accurate value.
- Length of hose on the compression tester will affect the reading. The shorter the hose length the more accurate your reading will be.

Because of these difficulties in measuring an *absolute* compression value, a useful *relative* value can be achieved by testing your bike's compression with your own particular gauge after a new top end or when the bike is new so that you know what your particular gauge reads on a 'fresh' engine. When it has

dropped to 90% of its original value the engine will be down on power and would benefit from a rebuild. When it's dropped to 80% it really needs rebuilt! Using the table below will help you determine monitor the condition of your top end.

	Engine is Fresh Measured Value	Engine Down on Power Measured Value * 0.9	Engine NEEDS Rebuilt Measured Value * 0.8
Example	110 psi	110 psi * 0.9 = 99 psi	110 psi * 0.8 = 88 psi
Your Values			

Procedure for Compression Testing

1. Shut off the fuel petcock.
2. Install the compression gauge into the spark plug hole.
3. Hold the throttle to wide open, and kick repeatedly (approximately 20 times) or until the gauge reading does not increase in value with each kick.

Engine Removal

To service the bottom end and transmission, the engine must be removed from the frame.

Tools required

- 10, 11, 13, 22 mm wrench
- 8, 10, 14, 17 & 19 mm sockets
- 3, 4 & 5 mm hex key (Allen wrench)
- 7 mm nut driver, flat or Phillip, screwdriver for hose clamps
- Spring remover
- Flywheel / clutch puller (#MCMUTL68)
- Clutch nut removal tool (Call local dealer for details).

Procedure

1. Remove the seat.
2. Turn of the fuel at the petcock and disconnect the fuel line.
3. Remove the tank (8 mm socket).
4. Remove the carburetor from the inlet (flat head or Phillips head screwdriver, 7 mm nut driver).
5. Remove the silencer & pipe (spring remover, 8mm socket).
6. Locate a suitable container for the engine coolant and disconnect the coolant lines connected to the engine (8 mm socket).

NOTE:

If the coolant looks to be free of contaminates it may be reused.

7. Remove the master link from the chain.
8. Remove front engine mount bolt (13 mm socket, 6 mm hex key).
9. Remove the swingarm bolt (22mm socket).

NOTE:

Only drive the swingarm bolt far enough to clear the engine, leave it holding the one side of the swingarm to the frame

10. Remove the engine from the right side of the frame.

NOTE:

If you are merely performing a top end service skip ahead to *Top End Disassembly Procedure*.

Complete Engine Disassembly Procedure

1. Remove the magneto cover (4mm hex key)
2. Remove the bolt from the water pump shaft (4mm) and slide off the belt cover and the water pump belt
3. Using a flywheel holding tool and 14 mm socket remove the nut that secures the flywheel.
4. Using the Cobra flywheel / clutch puller (#MCMUTL68), remove the flywheel from the crankshaft.
5. Remove the stator (5mm hex key).
6. Remove the nut holding the large gear to the transmission input shaft (19 mm socket).
7. Remove the special nut / starter gear that holds on the clutch (special tool available, contact your local dealer).
8. With the Cobra flywheel / clutch puller (#MCMUTL68), remove the clutch from the crankshaft (details in Clutch Service portion of this manual).

Top End Disassembly Procedure

1. Remove the cylinder head nuts (11mm).
2. Remove the cylinder head outer.
3. Remove the cylinder head insert.

INSPECTION NOTE:

Inspect the cylinder head for deposits and abrasions.

1. If there are deposits they should be removed
 - a. Black oily deposits (indicating a rich mixture or improper oil type/quantity) can be removed with solvent
 - b. Crusty deposits (indicating dirt ingestion) can be removed with solvent and may require some scraping.
2. Abrasions
 - a. Pitting or erosion indicates detonation and may require cylinder head replacement, also
 - i. Retard the ignition timing
 - ii. Use a higher octane fuel
 - b. Missing chunks or indentations indicate broken hardware or ingested items - replace the cylinder head.

4. Remove the cylinder.

INSPECTION NOTE:

Inspect the cylinder bore for abrasions, deposits, and missing coating.

1. If abrasions: scrapes, scratches, pitting, etc... are found, replace the cylinder.
2. If deposits are all are found
 - a. Clean with muratic acid.
 - b. Once the deposits are removed, inspect for abrasions and missing surface coating.
 - i. If there are abrasions or missing coating, replace.
 - ii. If all looks well, the cylinder may be saved.

 WARNING

Muratic acid can be dangerous. Follow the manufacturers instructions closely.

5. Remove the piston clip with a scribe.
6. Remove the piston pin with a piston pin remover.

INSPECTION NOTE:

Inspect the piston for abrasions and deposits on the top and sides and clean or replace as necessary.

INSPECTION NOTE:

Piston ring end gap should be between 0.008" (0.2 mm) and 0.020" (0.5 mm)

Splitting the Cases

1. Remove the fasteners holding the two halves of the crankcase together.
2. Separate the cases with a proper case splitting tool.

CAUTION:

Take caution when handling the crankshaft. It is the main power transfer to the rest of the engine. If it is out of alignment, it will cause premature failure of your bearings which can lead to serious damage to the cylinder as well as the rest of the engine. Do not try to true the crank yourself. Truing the crank should be done professionally.

CAUTION:

- If you split the cases, check the gear tooth faces for chipping & signs of fatigue.
- Check the small needle bearings for fatigue. If the bearings are damaged, the engine cases should be checked to make sure the needle-bearing casing didn't oblong the bearing hole in the case.
- Needle bearings should be replaced every couple months of hard racing.

Engine assembly

CAUTION:

For any seals that are to be installed, apply a light amount of grease to the seals' ID, assembly lube on all bearings and a small amount of Loctite to the OD.

1. Press the three bearings into the respective holes in each case half.
2. Press in the crank seals such that the concave side faces the crank weights.
3. Press in the counter shaft seal (concave side faces inside of transmission)
4. Install the water pump assembly wire ring retainer
5. Press in the water pump assembly
6. Tap both ways axially then verify easy rotation.
7. Inspect the crankshaft for proper true geometry (no more than 0.002", 0.05mm, measured at bearing journal area while supported from the ends).

CAUTION:

Insert a 7.05mm (0.278") shim between the crank throws before pressing on the crank.

8. Insert the screws with the proper lengths at locations shown.

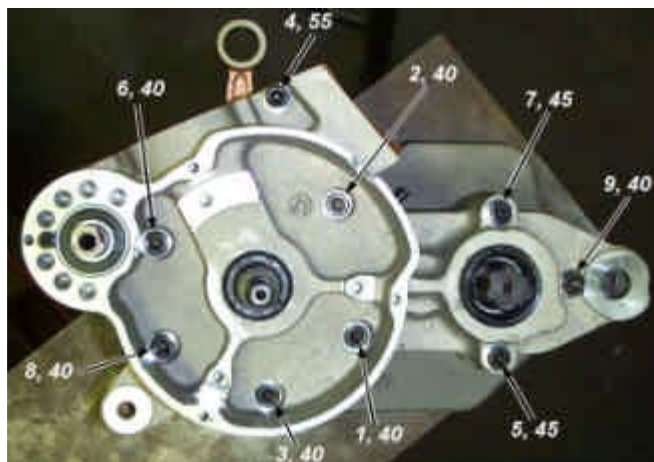


Figure 28

9. Torque to 12 Nm (105 in-lb) in the pattern shown in figure 28.
10. Trim away any excess gasket material if necessary.

NOTE: Check engine mount holes for excess material that may cause problems in engine installation.

11. Install the piston with new wrist pin bearing and, pin and clips.

CAUTION:

Be sure to align the piston such that the arrow on the top piston surface points to the exhaust (front of bike/engine) and put assembly lube on the connecting rod bearing.

12. Install the piston rings.

CAUTION:

Ring end gap should be no less than 0.25 mm (0.010") and no more than 0.64mm (0.025")

13. Install the base gasket.
14. Install the cylinder being sure that the piston rings are properly aligned with the indexing pins.

CAUTION:

Never force the cylinder. If resistance is felt, determine the problem and solve it. Once installed slightly rotate the cylinder back and forth insuring that the rings are properly seated.

15. Install cylinder head insert.

NOTE: A light application of silicone grease can help hold the O-RINGS into position during assembly.

16. Pressure test the engine insuring an acceptable leakdown rate.
17. Install O-RINGS as shown in figure 29.

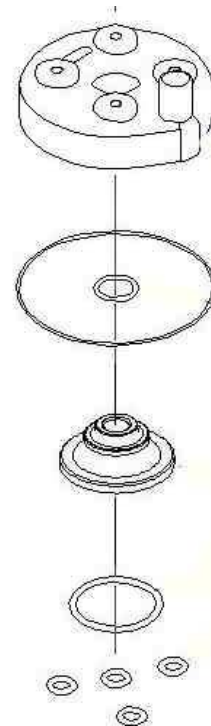


Figure 29

18. Install the cylinder head.
19. Install the washers (with flat side down) and nuts. Torque to 105 in-lb (12 Nm)
20. Install reed and inlet manifold with new gaskets (105 in-lb, 12 Nm) applying 1104 gasket sealer to both sides of all gaskets.
21. Leak check the engine to 20 psi to ensure proper seal.
22. Install stator reinstalling the grommet and wires (snug the bolts).
23. Install the rotor per *Rotor Installation* section, under the S3: *Ignition* portion of this manual.

24. Install the water pump outlet pipe (apply Ultra black Hi-Temp RTV silicon gasket maker to the threads before assembly) before installing the clutch and rotate to a vertical position with the engine resting on a bench
25. Install the clutch per *Clutch Installation* section in this manual.
26. Install the coolant drain plug with copper washer (11 ft-lb, 15 Nm).
27. Make sure that the exhaust spacer is on the cylinder (53 in-lb, 6 Nm).
28. Install the spark plug with a fresh gasket (to apply the proper torque to the spark plug when inserting, one must first screw the spark plug in until the metal gasket ring causes resistance and then turn another 1/8 to 1/4 turn).

Clutch

CAUTION:

The clutch components (arbor, shoes, bolt, and belleville washers) on your 2006 Cobra are similar looking but different in geometry from prior years. Do not mix old and new parts as damage will occur.

Cobra clutch puller assembly:

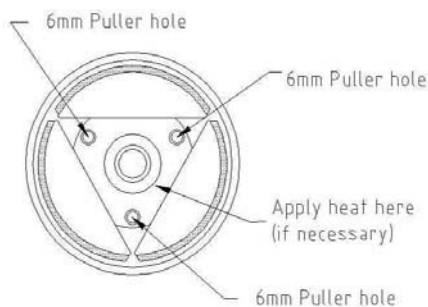


Figure 30

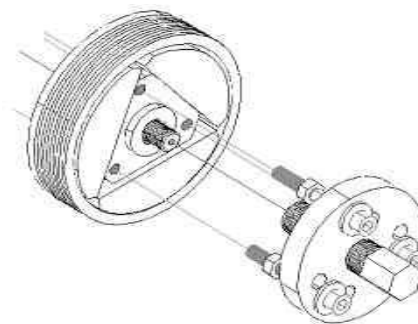


Figure 31 Clutch puller installation

Tools recommended for clutch service:

- Universal clutch puller- a universal puller that pulls the clutch, main drive gear and rotor.
- 5mm T-handle
- Clutch nut removal tool
- *Cobra 3 Shoe Clutch Milk*

CLUTCH REMOVAL:

1. Drain the engine transmission oil.
2. Remove the clutch nut (not left hand thread) on the end of the crankshaft with the clutch nut removal tool.
3. Attach the Universal Puller. There are three 6mm clutch puller holes located on the ends of the center hub. (figures 30 & 31) You must use a *draw type puller* to remove the clutch.

CAUTION:

Do not use a jaw type puller or use the 6mm tapped holes as jackscrews or you are likely damage the clutch or drum.

4. If necessary apply heat to the center clutch hub.

CAUTION:

Do not heat the crankshaft threads or the aluminum shoes.

5. Keep tension on the puller as you are heating it.

⚠ WARNING

The clutch will often pop off under tension from the puller and it will be very hot.

CLUTCH WASHER STACKUPS:

Once the clutch is removed, and cool to touch, carefully put it into a vice and remove the center shoulder bolt out of each clutch shoe. You will probably have to heat the center hub again to remove the bolts. Once you get a bolt loosened, carefully remove it with the shoe and observe the way the spring washers are stacked. Clean the washers and bolt if you intend to reuse.

The spring stacks in your 2006 Cobra clutch will contain 11 individual springs and a flat washer configured as a 5 ½ stack. See figure 32. This clutch is designed such that it reconfigured by the customer to achieve different clutch engagements 'hits' by changing washer counts and configurations.

CAUTION:

Generally reassemble the springs as you removed them from the engine or as you received them from Cobra. This will be either a 3, 4 ½ or, 5 stack. If you are unsure call the Cobra Technical Support Group 330 549 9600, and consult the experts.

CLUTCH ASSEMBLY REFERENCE DRAWING	
REF #	DESCRIPTION
1	Set of three shoes, springs, bolts, flat washers & nuts
2	Set Of three springs, washers, bolts & nuts
4	One metric clutch bolt

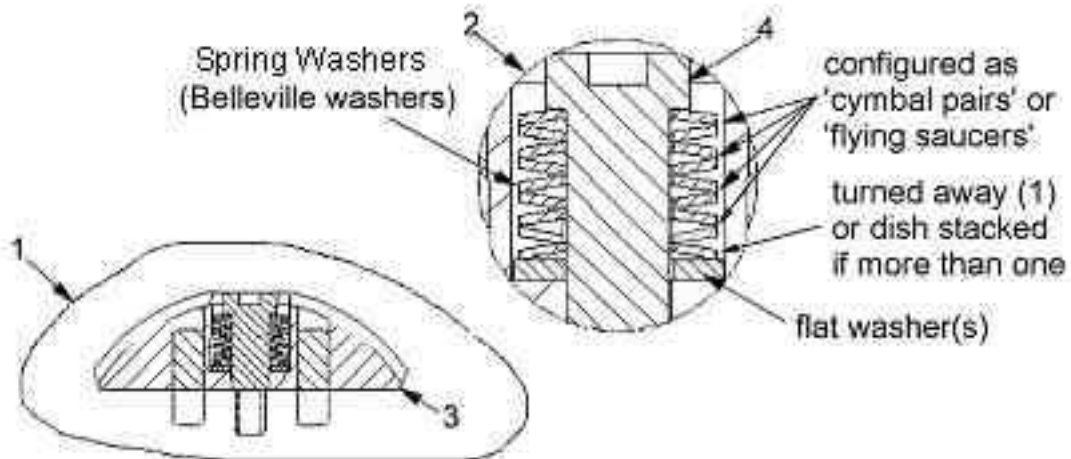


Figure 32 Some configuration of clutch spring stack. Each 'spring' stack contains multiple springs (Belleville washers) - arranged into three, four, or five 'flying saucers', or turned away against the flat washer(s). Shown is the 4 ½ stack..

Stack	Total Springs	Flying Saucers or Cymbal Pairs	Turned Away or Dish Stacked	Std. Flat Washer
5 ½	11	5	1	0.79mm (0.031")

Clutch adjustment washers

Your Cobra comes stock with a single flat washer at the bottom of the spring washer stack. The thickness of that flat washer is 0.031" (0.79mm). Cobra offers several thicknesses of thin adjustment washers that allow clutch engagement tuning. Increasing the flat washer(s) thickness increases the engine speed for clutch engagement thus increasing the abruptness of clutch engagement (harder hit). Conversely, decreasing the flat washer(s) thickness decreases the engine speed for clutch engagement thus decreasing the abruptness of clutch engagement (softer hit).

Part #	Thickness mm (inch)
*HCWS0801	1.4 (0.056)
*HCWS0802	1.2 (0.047)
*HCWS0803	0.79 (0.031)
*HCWS0804	0.64 (0.025)
*HCWS0805	0.51 (0.020)
*HCWS0806	0.38 (0.015)

**See Part List for current part number*

Use the table above to order adjustment washers. Replace the stock washer with the proper combination of adjustment washers that delivers the desired clutch hit.

Hit	Thickness (mm)	Thickness (inch)
Softer	1.17 (0.79 + 0.38)	0.046 (0.031 + 0.015)
	1.30 (0.79 + 0.51)	0.051 (0.031 + 0.020)
Stock	1.4	0.056
	1.58 (1.2 + 0.38)	0.062 (0.047 + 0.015)
Harder	1.71 (1.2 + 0.51)	0.067 (0.047 + 0.020)

CAUTION:

It is easy to prematurely damage the clutch and other engine components with improper clutch adjustment. If you are unsure of how to adjust the clutch, by even the slightest, contact the Cobra Technical Support Group before making adjustments.

Clutch shoe wear:

- If the clutch has been slipping and shows signs of glazing, it is best to replace the shoes. We have found that once the shoes are glazed, even if deglazed with emery paper or a file, the performance is reduced.

- The best way to prevent glazing is by not gearing too high, changing the oil as specified and by not blipping the throttle. Every time you blip the throttle, you are working your clutch springs.

CAUTION:

The clutch produces a tremendous amount of heat and when a rider is blipping the throttle. This makes the clutch and clutch springs wear out quicker. This also makes your engine tend to run hotter which decreases engine power and degrades ignition stator efficiency. It is important to train your rider **NOT** to be a **throttle 'blipper'**.

CAUTION:

Sludge build-up between the spring washers also keeps the clutch shoe from engaging fully and this will cause the clutch to start to slip. So you will need to clean the sludge out or just replace the spring washers and bolts with new ones. How quickly this sludge builds up depends on how often you **change your oil** and whether your rider is a throttle 'blipper'.

REF #	DESCRIPTION
1	Crank seal
2	Clutch to hub spacer (standard 0.030" 0.76mm)
	Clutch to hub spacer (thin, 0.015" 0.38mm)
3	Brass bearing
4	Clutch basket with bearing
5	Clutch Complete w/ Arbor
6	Clutch nut
	Clutch arbor

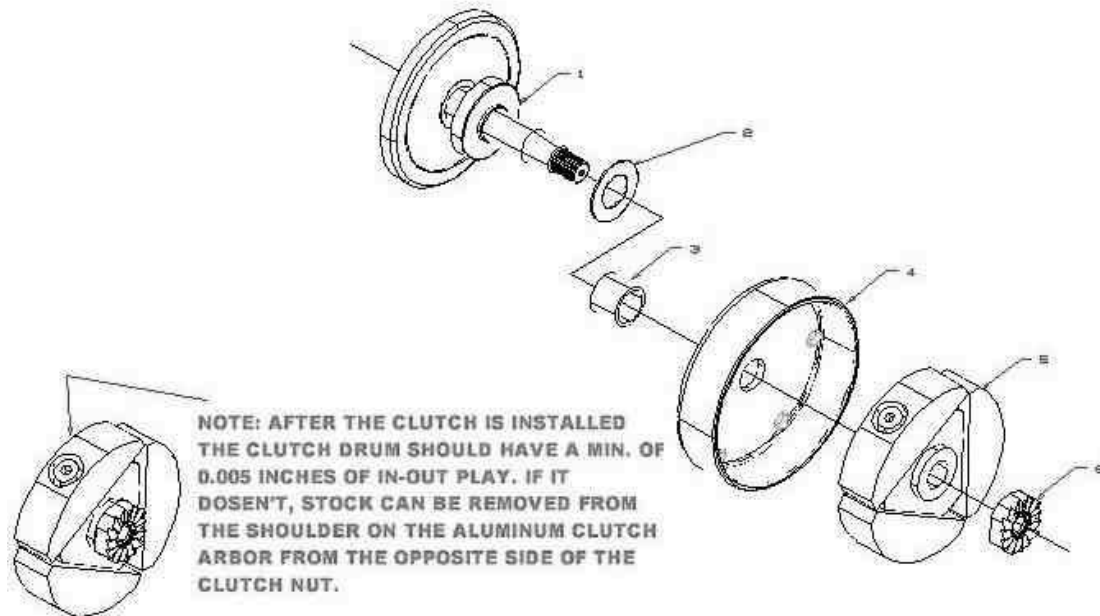


Figure 33, Clutch Assembly Drawing

CLUTCH ASSEMBLY:

1. After cleaning or replacing the spring washers, reassemble the stack up of washers.

CAUTION:

It is important to reassemble the washer stack to that which is recommended or to your own specialized stack.

CAUTION:

It is also important that all three shoes are stacked the same. (See figure 32)

2. Clean the threads of the stack bolt and the clutch with contact cleaner removing all old thread locking material.
3. Apply high strength (red) thread lock material to the stack bolt and tighten to 12 ft-lb (16 N-m).

CAUTION:

Avoid allowing excess thread lock material to contact the spring washers and the clutch or the clutch is likely to malfunction.

4. Use fine emery paper on the center hole of the clutch and on the tapered section of the crankshaft.
5. Apply a small amount of wicking / bearing retainer (green) thread lock agent to the center tapered section of the crankshaft and taper of clutch arbor.

CAUTION:

Lean the bike / engine such that any excess thread lock agent goes away from the bushing in the clutch drum.

6. Put the clutch back in.
7. Apply high strength (red) thread locking agent to the threads and install the nut and torque to 35 ft-lb (47Nm) with the special socket (see figure 33).

CAUTION:

Use high strength (red) thread locker on the threads of the clutch nut. If you are using an impact socket, just zap it lightly with an air wrench to tighten it because there are only about 4 threads inside the nut and they can be easily stripped. If you are tightening it by hand, you can hold the crank from turning with the clutch removal spanner ECMU0082.

Install the clutch cover tightening the bolts from inside out. (8 or 10 mm socket, 5.8 ft-lb, 7.8 Nm).

INSPECTION NOTE:

- a. There must be in / out play in installed clutch, 0.4mm to 1.0 mm (0.015" to 0.040").
- b. Excess in/out will cause early crank seal failure.
- c. A blue clutch drum is worn out from excessive slippage or improper lubrication.

NOTE:

To ensure proper engagement of the kick gear with the starter nut, tighten the six screws only to the point of being not extremely loose. Using one hand rotate the kick lever to ½ stroke and hold while tightening the six screws completely with the other hand.

8. Fill with oil (235 ml (8.0 oz) *Cobra 3 Shoe Clutch Milk*).

Ignition

Stator care

Stator failure will result from running the bike hot. Following is a list of things that will make your engine run hot.

1. The timing should not exceed the maximum specifications listed.
2. Improper carburetor jetting.
3. Improper spark plug heat range. Never run a hotter plug than the specified spark plug.
4. Clutch slippage. See “CLUTCH” section for causes of slippage.

CAUTION:

- Because of the amount of heat generated by the clutch and engine during extended periods of riding, it is advisable to remove the ignition cover afterward to allow the ignition to cool off. The heat transfers through the cases and can damage the stator as it cools off because of lack of airflow around the stator.
- Ignition will overheat if the gap between the rotor and stator is not large enough. There should be even clearance as the rotor rotates relative to the stator.
- Non-resistor spark plug caps should be used. Resistor caps will result in a weaker spark that will reduce performance.
- Make sure ground wires are secure.
- Make sure connections are free of dirt.

CAUTION:

If the engine is hot, it would be helpful to take the ignition cover off to allow cooling.

The proper ignition timing for this model of is at **0.040”** before Top Dead Center (that means 0.040” before the piston reaches the highest point of it’s travel in the cylinder).

CAUTION:

It is recommended that you apply the proper thread locking primer to the components that are to receive thread locking material per the manufacturers instructions.

2. Eyeball the lines on the rotor and stator then press the rotor onto the crankshaft firmly (figure 35).
3. Torque the nut on the rotor to 40 ft-lb (54 Nm) with high strength (red) thread locking agent.
4. Recheck the timing following the procedure of *timing your ignition*.
5. Install the water pump belt back on.
6. Bolt the ignition cover back on.
7. Put the spark plug back in, and firmly stick the spark plug cap onto the spark plug.

Cooling System

The water pump in the engine keeps the radiator fluid in circulation throughout the motor. The air stream running through the radiator cools the radiator fluid. Therefore dirty radiators additionally reduce the cooling effect.

Cobra has tested numerous brand name automotive and racing coolant / antifreeze solutions and has found *Liquid Performance* Propylene Glycol based Mini Coolant or Antifreeze to have the greatest effect on reducing cylinder head temperatures.

Radiator fluid removal:

1. Remove the coolant drain plug (A) on the front of the engine case (figure 37).

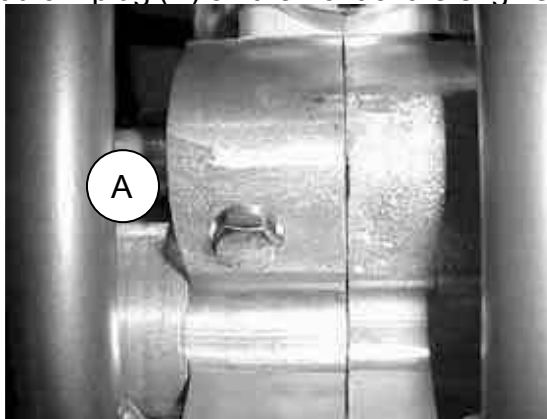


Figure 37

To remove radiator cap:

1. Turn the cap counter clockwise to the first stop and wait there for a few seconds.
2. Push the cap down and turn it further in the same direction and remove the cap.

NOTE: Inspect the old coolant for visual evidence of corrosion and abnormal smell.

Tools recommended for impeller service:

- Flat head screwdriver
- 13mm- hex wrench
- 3mm hex key
- 4mm hex key
- 5mm hex key
- 8mm hex key
- Propane torch
- 3/8" diameter x 8" long steel rod
- Hammer

COBRA IMPELLER SERVICE INSTRUCTIONS

1. Remove exhaust pipe and gas tank (you may be using a propane torch in step 12).
2. Remove radiator cap and drain engine coolant by removing the 13mm- hex head coolant drain plug.
3. If the impeller is damaged or broken completely back flush the coolant system to ensure no solid pieces are in the system.
4. Drain engine transmission oil by removing drain screw using a 13mm- hex wrench. (item 2 in the figure below).
5. Remove right side radiator hose and unscrew coolant fitting with a 8mm hex key.
8. Remove ignition cover using a 4mm hex key (four places)
9. Stick a 3mm hex key in the water pump shaft cross hole, and remove belt retainer screw using a 4mm hex key. (Figure 41 - item 1)
10. Remove belt retainer, water pump belt and water pump fan pulley.
11. Remove bearing retainer screw using a 3mm hex key. (Figure 38– item 2)

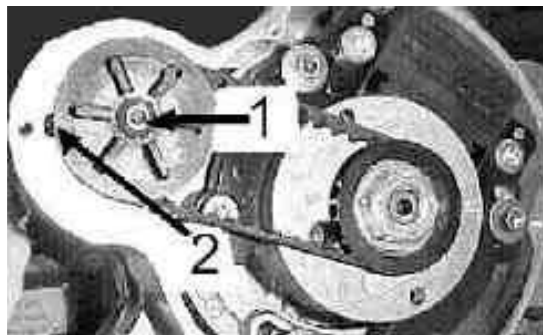


Figure 38

12. Heat engine case around area of impeller lightly with a small propane torch. Using a 3/8" diameter x 8" long steel rod, tap impeller assembly out of engine as shown in figure 39.



Figure 39

CAUTION:

Too much heat can be detrimental to the engine cases.

13. The shaft assembly is serviceable. Use a 4mm hex key to remove impeller retainer screw. Remove impeller, seal and both bearings. Check shaft for wear in the area of the seal. If there is any sign of wear (like a groove) replace the shaft.

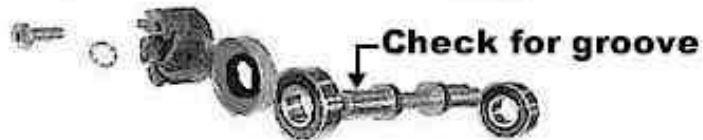


Figure 40

14. Reinstall new bearings, seal (open side toward impeller) and impeller. Clean all threads and use green (wicking / bearing retainer) thread locker.
15. Using a liberal amount of grease on the outside seal, bearings and inside of case, reinstall bearing assembly by using a 0.500" ID by 1.000" OD steel tube 2" long and tap on end of tube per figure 41.



Figure 41

16. Re-assemble in reverse order of disassembly.

CAUTION:

Clean all threads and use blue (medium strength) thread locker on the belt retainer screw.

NOTE:

Apply Ultra black Hi-Temp RTV silicon or Teflon pipe sealant to the tapered pipe threads of the coolant fitting before assembly.

NOTE:

Refill the coolant system with *Liquid Performance* Propylene Glycol based Mini Coolant / Antifreeze.

CAUTION:

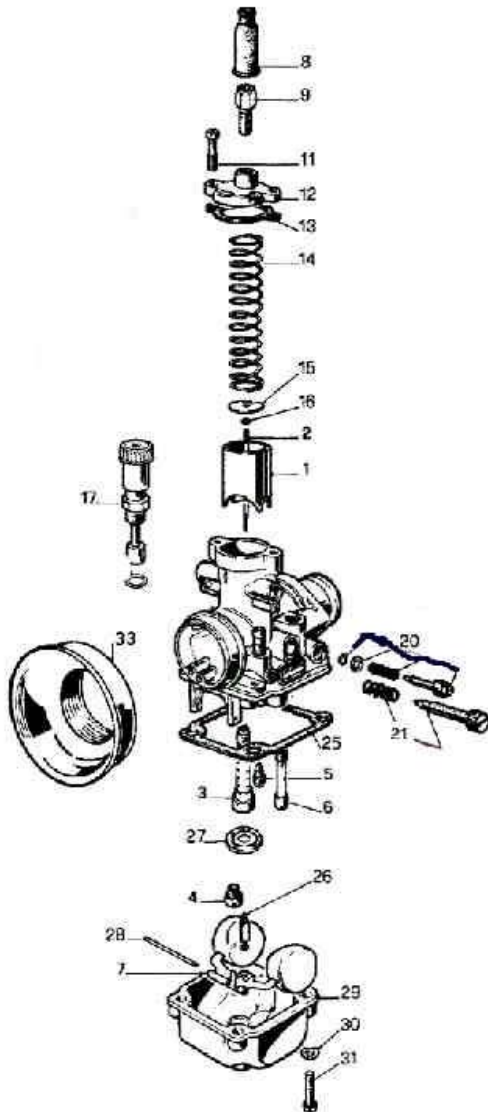
Do not mix Propylene Glycol based coolant / antifreeze solutions with Ethylene Glycol based coolant / antifreeze solutions.

Fuel & Air System

Carburetor:

Tools recommended for carburetor service:

- Small flat head screwdriver
- WD-40
- 8mm socket



KING Carburetor Ref. Drawing

REF. #	DESCRIPTION
1	CARB SLIDE
2	NEEDLE
3	ATOMIZER AU2.62
4	MAIN JET
5	PILOT JET
6	CHOKE JET
7	FLOAT
8	RUBBER CABLE CAP SEAL
9	CABLE ADJUSTOR
10	
11	TOP CARB SCREW
12	CARB TOP
13	TOP CARB GASKET
14	SLIDE SPRING
15	NEEDLE RETAINER PLATE
16	NEEDLE CLIP
17	CHOKE ASS'Y. 2001 CM
20	FUEL MIXTURE SCREW
21	IDLE ADJUSTMENT SCREW
25	FLOAT BOWL GASKET
26	FLOAT NEEDLE
27	DIFFUSER
28	FLOAT RETAINER PIN
29	FLOAT BOWL
30	BOTTOM FLOAT SCREW
31	
33	VELOCITY STACK

Figure 42

Your Cobra is equipped with an adjustable carburetor. Some fine-tuning may be needed according to weather condition and altitude. Proper jetting is **very** important for engine performance and engine life. Serious damage to the engine can occur if not properly adjusted.

IDLE ADJUSTMENT:

On the left side of the carburetor, there are two adjustment screws. The larger screw with the knurled head is the idle adjustment screw. To raise the idle, turn the screw in clockwise (in 1/4 turn increments) and rev the engine after each

adjustment. To lower the idle, turn the screw counter-clockwise.

TOP END JETTING:

Indications that the engine is running too rich (too much fuel for the air) are:

- Engine not revving out or blubbering at high RPMs.
- Engine will not 'clean out'
- Wet or black spark plug

NOTE: Before changing jetting be sure that the air filter is properly cleaned and has the usual amount of air filter oil. An overly dirty air filter can cause the engine to run rich.

If the engine is running rich on the top end it should be leaned out. Leaning it out can be done by:

1. Changing the main jet to a smaller number.
2. Raising the needle clip (this lowers the jet needle) one notch at a time on the slide.

Indications that the engine is running too lean are:

- Engine cutting out on top end.
- Engine overheating and ultimately seizure.
- White spark plug

CAUTION:

It is much safer to operate the engine slightly rich as opposed to slightly lean. This is because an overly rich engine will just run poorly while an overly lean engine will seize, potentially causing an expensive top end rebuild and a DNF.

To richen the carburetor:

1. Change the main jet one number at a time (larger).
2. Lower the needle clip (raising the jet needle) one notch at a time until the engine starts to blubber on the top end, then move the clip back up one notch or until you get the blubber out.

FUEL MIXTURE SCREW

The smaller brass screw that is towards the front of the engine is a fuel mixture screw. This screw will also richen and lean your engine more on the bottom and mid-range. In warmer conditions, turn the screw in. In colder conditions, turn the screw out. Be sure to keep the carburetor very clean and make sure you don't have water or dirt in the carburetor bowl. Use automotive carburetor cleaner or WD-40 to clean the carburetor inside and out.

STOCK CARBURETOR SETTINGS

The 2005 KING stock carburetor settings from the factory are:

- 65 pilot jet
- 97 main jet

Cleaning the carburetor:

⚠ WARNING

Clean the carburetor in a well-ventilated area, and take care that there is no spark or flame anywhere near the working area; this includes any appliance with a pilot light. Because of the danger of highly flammable liquids, do not use gasoline or low flash-point solvent to clean the carburetor.

1. Make sure the fuel is shut off.
2. Remove the carburetor.
3. Drain the fuel from the carburetor.
4. Disassemble the carburetor.
5. Immerse all the metal parts in a carburetor cleaning solution.
6. After the parts are cleaned, dry them with compressed air.
7. Blow out the fuel passages with compressed air.
8. Assemble the carburetor
9. Install the carburetor onto the motorcycle.

CAUTION:

1. The motorcycle will only operate properly if the carburetor top is installed properly with the mounting screws, cable and choke knob oriented as shown in figure 43.

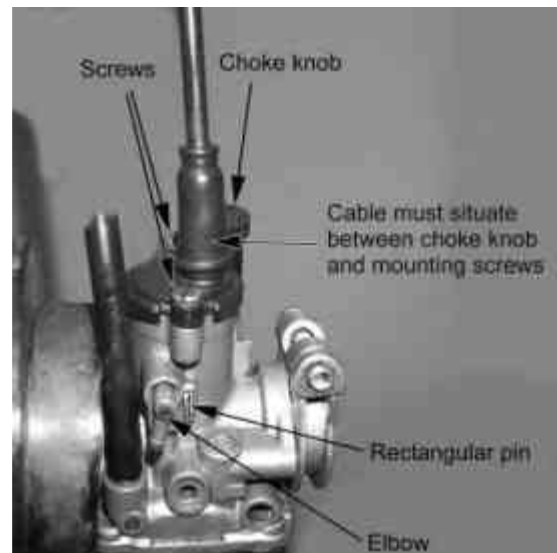


Figure 43 Proper carburetor top installation and location of rectangular slide indexing pin and vent elbows.

Reeds:

- The reeds must lay flat on the reed cage.
- If the reed tips aren't lying flat, replace them immediately.
- The reeds must have a tight seal on the reed cage.
- If the reed is damaged in any way, replace it. This means cracks, chips, and ruptures. Anything abnormal, replace the reeds.

Take the reed cage out and hold it up to the light and look in through the cage. If you see light between the reed pedals and the frame, then replace the reeds. If you do not see light, then the reeds should be ok. (See figure 44)

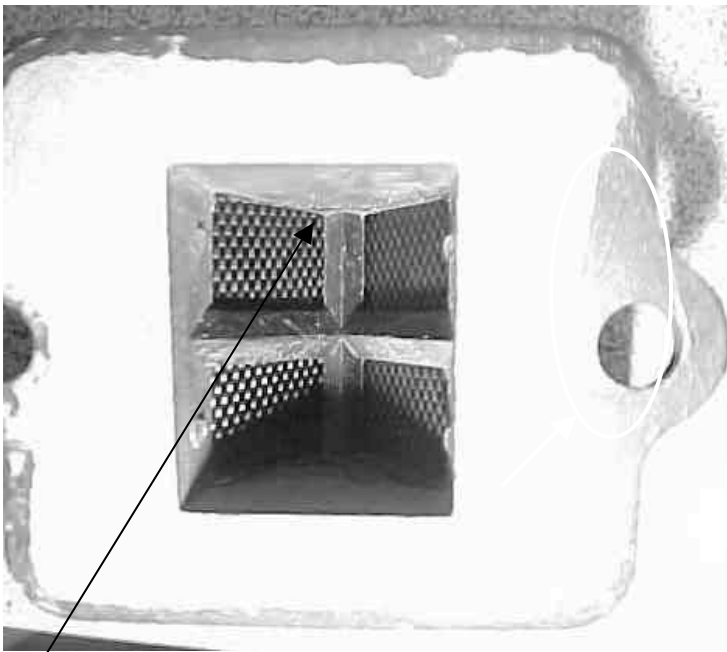


Figure 44

The presence of light indicates that the reeds should be replaced, or possibly turned over.

Exhaust

The pipe is a crucial element to a motorcycle. Any kinks, dents, or damage done to the pipe will result in a major performance loss.

NOTE:

Be sure to take the pipe off, and any carbon that may be built up. Carbon build up is created from exhaust. Exhaust has oils in it, and the oils cling to the walls of the inside of the pipe. Over a long period of time, the diameter of the pipe will decrease, due to carbon build up. So it is essential to clear the residue.

CAUTION:

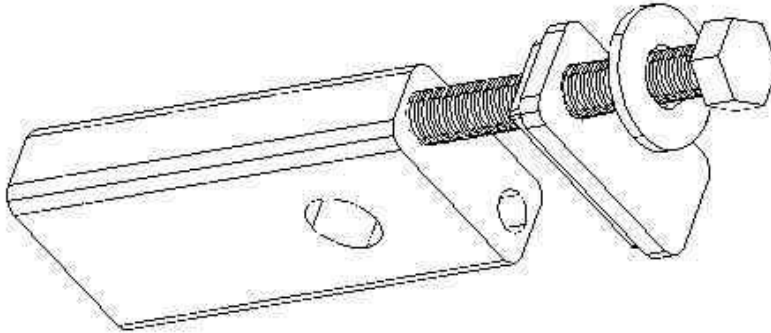
It is important to repack the silencer. Signs of your silencer needing to be repacked are:

- The bike is louder than normal.
- A loss of power.

Wheels & Tires

Rear wheel pullers

Disassembly:



1. Remove axle, and back wheel assembly.
2. Pull the rear wheel pullers out of the back of the swing arm.

Figure 45

Rear wheel alignment:

By eye, ensure that the rear sprocket is running true (in-line, planar) with the front sprocket. When the sprockets are running true, the wheel is properly straightened, and the chain will run straight.

Brakes

WARNING! Your brakes need a break-in period to achieve maximum brake power. 30-40 stops will bring the brake to peak performance.

Check before each ride:

- Make sure the brake does not have any leaks by holding the lever in while checking hose connections.
- Make sure the brake lever pressure is OK by pulling in on the lever and ensuring full braking performance is achieved before the lever touches the handlebar. If this is not the case, pump the lever several times until the lever feels firm.
- Always make sure the rotor and brake pads are free from oil and grease. Clean the rotor with mild dish soap or alcohol. Contaminated pads must be replaced.
- Always leave adequate free-play in the lever or pedal.

CAUTION:

This brake system uses only DOT 4 or 5.1 brake fluid!

This portion will be updated shortly. Check our website www.cobramotorcycle.com for updates.

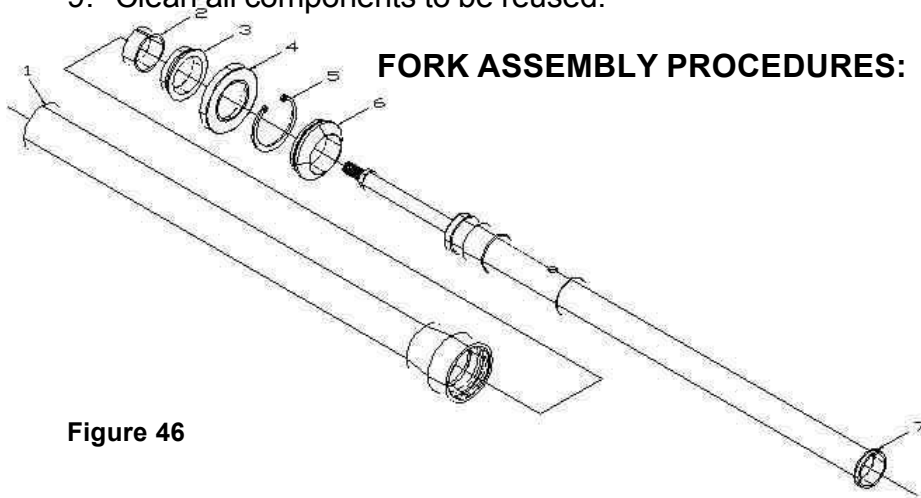
Front Forks

Tools recommended for front fork service:

- ? Flat head screwdriver
- ? Hammer
- ? Pick
- ? Seal driver
- ? 9/16" (loose 14 mm) wrench
- ? 25mm wrench or socket
- ? 7 wt fork oil

FORK DISASSEMBLY PROCEDURES:

1. Using the 25mm wrench, remove the fork cap.
2. Drain the fork oil into a suitable container.
3. Disconnect the fork cap from the damper rod (9/16" wrench & 25mm wrench).
4. Disconnect the damper assembly from the fork leg by removing the large aluminum bolt from the bottom of the fork leg (22mm wrench).
5. Pry the dust seal (swiper) from its position with a small screw driver.
6. Using a pick, remove the wire retaining ring holding the fork seals into place.
7. 'Pop' the fork seal out by forcibly pulling on both ends of the fork tube assembly, thus separating the inner from the outer tube.
8. Remove the bushings
9. Clean all components to be reused.



FORK ASSEMBLY PROCEDURES:

Figure 46

CAUTION:

Make sure all components are clean before assembly.

CAUTION:

Be sure to apply oil to the new fork seal and other components before installing.

1. Slide dust seal (swiper) (#6) onto lower fork leg.
2. Slide retaining ring (#5) onto lower fork leg.

3. CAREFULLY slide seal (#4) onto lower fork leg with spring facing away from snap ring.

CAUTION:

It is helpful to cover the sharp corners of the fork leg with tape or thin plastic before sliding on the new seal. Also take care that the inner lip is not folded over when installing.

4. Slide bushing (#3) onto lower fork leg.
5. Install the glide ring into groove on lower fork leg.
6. Slide the bushing over the glide ring about 1/4" to hold the glide ring in the groove.
7. Insert the lower leg assembly into the upper fork tube about 5-6".
8. Use a seal driver to drive the seal into the upper tube.
9. Install the retaining ring. Make sure it is properly seated in the groove.
10. Snap the dust seal (swiper) into the groove in the upper tube.
11. Reinstall the damper cartridge assembly to the fork leg. Secure the large bolt with 22 mm wrench to 35 ft-lb with green thread locking agent.
12. Fill with 3.6 oz (107 ml) 7 wt fork oil should measure 6 mm (0.25") above the damper cartridge tube with spring removed. (This oil volume works out to leave an oil height of 120mm from top of outer tube with forks collapsed, damper rod down, and spring removed).
13. Install the fork spring
14. Connect the cartridge rod to the cap and tighten to 12 ft-lb (9 Nm).

CAUTION:

The damper rod is hollow and will break if the nut is over tightened (proper torque is 12 ft-lb, 16 Nm).

Because of different rider weights, sizes and riding styles, we offer various suspension options:

See *Optional Components* section of this manual for details on these and other optional components for your Cobra Motorcycle.

Rear Shock

The rear shock is fully serviceable but it is recommended that only trained professionals should service your shock. Contact Cobra or PR2 for questions and service of your King shock.

Shock preload

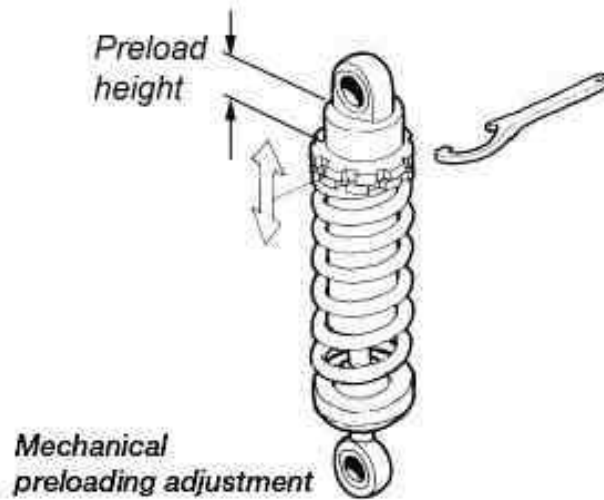


Figure 47

Shock Damping

11. Adjustment of rebound damping

12. Adjustment of compression damping



Figure 48

Tuning

Gearing

For a bike with a centrifugal clutch, it's better to be geared too low than too high.

What happens with improper gearing?

- Poor performance
- Not enough top end speed
- No snap
- Over heat clutch
- Premature failure of engine seals, bearings, & electronics
- High clutch wear

Condition	Gear Taller	Gear Lower
Mud		↓ ↓
Sand		↓
Hills		↓
Hard Pack	↑	
Throttle Blipper (novice)		↓ *

*It may be helpful to set up the clutch to hit early for smooth power delivery

Front Sprocket		Rear Sprocket	Gear Ratio	
		15	33	2.20
		15	34	2.27
		15	35	2.33
	14		33	2.36
		15	36	2.40
	14		34	2.43
		15	37	2.47
	14		35	2.50
		15	38	2.53
13			33	2.54
	14		36	2.57
		15	39	2.60
13			34	2.62
	14		37	2.64
		15	40	2.67
13			35	2.69
	14	stock	38	2.71
		15	41	2.73
13			36	2.77
	14		39	2.79
		15	42	2.80
13			37	2.85
	14		40	2.86
13			38	2.92
	14		41	2.93
13			39	3.00
	14		42	3.00
13			40	3.08
13			41	3.15
13			42	3.23

Ratio Write © Cobra R&D
2004

Suspension

Adjustment:

1. Front forks
 - 1.1. Fork oil
 - 1.1.1. Oil type
 - 1.1.1.1. Heavier weight oil – more damping – slower responding
 - 1.1.1.2. Lighter weight oil – less damping – quicker responding
 - 1.1.2. Oil quantity / level
 - 1.1.2.1. Greater quantity / higher level – greater bottoming resistance, stiffer near the end of the travel.
 - 1.1.2.2. Smaller quantity / lower level – less bottoming resistance, less stiff near the end of the travel.
 - 1.2. Fork spring
 - 1.2.1. Stiffer spring (higher spring rate) – stiffer throughout the travel.
 - 1.2.2. Less stiff spring (lower spring rate) – less stiff throughout the travel.
 - 1.3. Gas pressure – always bleed off any pressure.
 - 1.4. Fork height
 - 1.4.1. Rise in clamps for quicker turning.
 - 1.4.2. Lower in clamps for improved straight line stability.
2. Rear shock
 - 2.1. Preload adjustment
 - 2.1.1. More preload (greater distance) – less race sag.
 - 2.1.2. Less preload (smaller distance) – more race sag.
 - 2.2. Shock spring
 - 2.2.1. Stiffer spring – stiffer throughout the travel.
 - 2.2.2. Less stiff spring – less stiff throughout the travel.
 - 2.3. Compression damping
 - 2.3.1. Harder (more damping, slower) – adds resistance to the suspension motion when the suspension is compressing.
 - 2.3.2. Softer (less damping, quicker) – reduces resistance to the suspension motion when the suspension is compressing.
 - 2.4. Rebound damping
 - 2.4.1. Harder (more damping, slower) – adds resistance to the suspension motion when the suspension is returning to full length.
 - 2.4.2. Softer (less damping, quicker) - reduces resistance to the suspension motion when the suspension is returning to full length

Front Forks Bottoming Too Frequently

Fork oil level

If the front forks bottom harshly more than a couple of times per lap and the fork springs are proper for the weight of rider (as detailed above), try raising the fork oil level in increments of 10mm. Raising the fork oil level, reduces the air volume, and increases the stiffness of the forks late in the travel, thus adding a progressive' feel.

Front forks feel too stiff over small bumps.

Fork oil weight

If the forks feel too stiff over small bumps try decreasing the weight (increasing the viscosity) of the fork oil.

Rear suspension troubleshooting.

Damping

Always start with standard settings and make damping changes in no more than two click increments and only make one change at a time.

Symptom	Action
Rear end feels stiff on small bumps	Softer compression damping
Rear end 'sways' on straights	Harder compression damping
Bike tends to jump 'rear end high'	Harder rebound damping
Bike tends to jump 'rear end low'	Softer rebound damping
Frequent rear end bottoming	Harder compression damping
Bottoms after end of continuous bumps	Softer rebound damping
Rear end 'kicks' over square edge bumps	1) Harder rebound, 2) Softer Compression

Proactive Suspension Adjustments

Once you have the suspension adjusted for decent overall feel, you can make proactive adjustments when faced with different racing conditions.

Situation	Actions
Sand track	Lower the rear end (increase race sag).
Sand track	Stiffer compression and rebound damping.
Long fast track	Lower the forks in the clamps by 3 mm.
Tight slow track	Raise the forks in the clamps by 3 mm.
Mud track	Lower the bike if the rider has difficulties touching the ground.

Carburetion

Although your Cobra is sent from the factory with the carburetor jetted for optimal performance, you may find it necessary to adjustment your particular jetting due to current weather conditions, altitude, fuel variations, and/or engine modifications.

CAUTION:

Proper jetting is very important for engine performance and engine life. Symptoms of improper jetting are listed below.

- Symptoms of incorrect oil or oil / fuel ratio
 - Poor acceleration

- Misfire at low engine speeds
- Excessive smoke
- Spark plug fouling
- Excessive black oil dripping from exhaust system
- Symptoms of too rich a fuel mixture
 - Poor acceleration
 - Engine will not 'rev' out, blubbers on top
 - Misfire at low engine speeds
 - Excessive smoke
 - Spark plug fouling
 - Wet, black, or overly dark spark plug (when removed for inspection)
- Symptoms of too lean a fuel mixture
 - Pinging or rattling
 - Erratic acceleration
 - Same actions as running out of fuel
 - High engine temperature
 - White spark plug (when removed for inspection)

NOTE:

When inspecting the spark plug to evaluate jetting, a properly jetted machine will produce a spark plug that is dry and light tan in color.

Environmental and altitude related mixture adjustments		
Condition	Mixture will be	Required adjustment
Cold air	Leaner	Richer
Warm air	Richer	Leaner
Dry air	Leaner	Richer
Very humid air	Richer	Leaner
Low altitude	Standard	None
High altitude	Richer	Leaner
Low barometric pressure	Richer	Leaner
High barometric pressure	Leaner	Richer

NOTE:

- Before making any carburetor jetting changes verify that:
 - You are using the proper fuel and oil
 - The fuel is fresh and uncontaminated
 - The oil and fuel have been mixed in the proper ratio
 - The carburetor is clean (no plugged jets)
 - The air filter is properly clean and oiled
 - The float height is within proper specification (proper measuring technique is described later in this section)

NOTE:

Perform all jetting changes on a motorcycle that has been warmed up to proper operating temperature.

The carburetor on your Cobra motorcycle is quite adjustable. Figure 49 shows its range of adjustment and in particular what adjustable component affects what

range of operation (specifically throttle position).

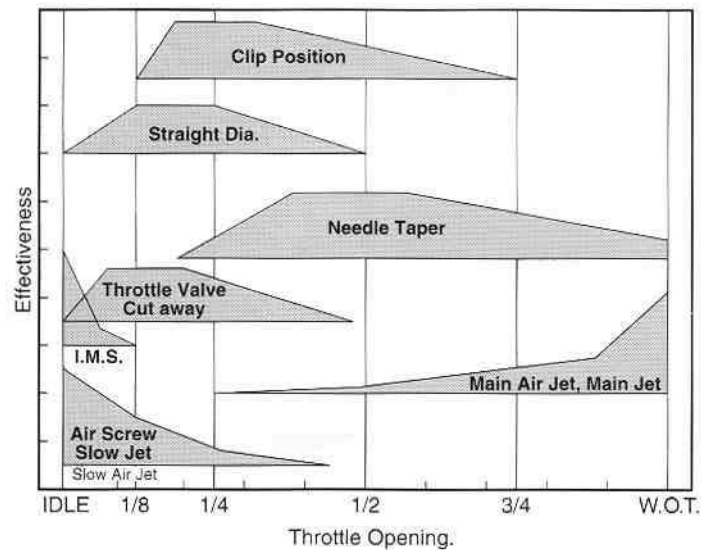


Figure 49

FUEL SCREW ADJUSTMENT: **Adjust for maximum idle speed**

The fuel adjustment screw is located on the left side of the carburetor. It is the smaller of the two adjustment screws and requires the use of a small flat blade screw driver for adjustment. After adjusting for maximum idle speed, use the idle screw to adjust the desired idle speed.

NOTE:

If the fuel screw requires more than 3 turns out, replace the pilot jet for one that is one size richer (larger number) then readjust the fuel screw.

IDLE ADJUSTMENT: **Adjust for desired idle speed**

The idle speed screw is located on the left side of the carburetor. It is the larger of the two screws on the side of the carburetor and is unique with its knurled head for easy fingertip adjustment. To raise the idle, turn the screw in, clockwise, (in 1/4 turn increments) and rev the engine after each adjustment. To lower the idle, turn the screw counter-clockwise.

TOP END JETTING: **Adjust for clean full throttle acceleration**

Jet your top end (main jet) based on the acceleration of your Cobra Motorcycle on the longest straight at the track. Observe any of the lean or rich symptoms (spark plug appearance and bike performance) listed above and change your jetting accordingly.

PART THROTTLE **Adjust for desired acceleration**

Using an area of the track that allows the rider to operate and mid throttle and transition (accelerate, or 'roll on') from closed, or mostly closed throttle, to a larger throttle opening. Observe the rich and lean symptoms listed above. Adjust the jet needle position by moving the clip from its current position (move the clip higher on the needle to make the bike run leaner, or move the clip lower on the needle to make the bike run richer) to one higher or lower.

Troubleshooting

1) Engine operates erratically

- a) Carburetor top is installed backwards
- b) The carburetor slide indexing pin is missing
- c) A carburetor vent elbow is plugged or has fallen out
- d) Faulty stator
- e) An air leak
 - i) Base gasket
 - ii) Intake / reed gaskets
 - iii) Crank seals
 - iv) Crank case gasket

2) Engine is down on power

- a) Clutch engagement is not set properly
- b) Jetting is incorrect
- c) Silencer needs repacked
- d) Exhaust pipe
 - i) Has excess carbon buildup
 - ii) Has large dent in it
- e) Compression is low
 - i) Piston
 - ii) Rings
- f) Reeds are damaged
- g) Ignition timing is incorrect
- h) Stator needs replaced

3) Engine is excessively loud

- a) Silencer needs repacking

4) Engine 'blubbers' at high RPMs

- a) Jetting too rich
- b) Stator needs replaced

5) Engine won't start

- a) Fuel
 - i) None in tank

- ii) Is sour or bad
 - b) Carburetor is dirty
 - c) Ignition
 - i) Spark plug fouled
 - ii) Spark plug cap off
 - iii) Engine Shut-off 'kill' switch is shorted
 - iv) Bad electrical ground
 - v) Stator winding damaged
 - d) Exhaust is plugged with object or flooded fuel
 - e) Engine is flooded
 - f) Cracked, broken, or jammed reed pedal
 - g) Excessive piston or cylinder wear
 - h) Clutch bolt or shoe dragging on basket (drum).
- 6) **Engine won't idle**
- a) Idle knob needs adjusted
 - b) Carburetor jets are dirty