



Honda 700XX

Installation: Slip On & Full System



Please Read Carefully

Read all instructions before installation. Make sure the vehicle and exhaust system are completely cool & on level ground before installation. You should have some mechanical knowledge and a basic set of tools. (A lift, center or rear stand will help.) We advise that this installation be done by a qualified technician. If this is a street vehicle, you may need to modify or replace your stock license plate bracket and turn signals. Please consult your local dealer. Check your local laws to make sure you are in compliance. HMF is not responsible if you are not.

Slip On System

Stock Slip On Removal

1. Make sure the bike is on level ground and **completely** cooled down.
2. Loosen the **Stock Clamp** that holds the **Silencer** and **Head Pipe** together.
3. Loosen the **Silencer Mounting Bolts**.
4. Brace the back to the **Silencer** with one hand, and take the **Bolts** the rest of the way out.
5. Pull back and twist until the **Silencer** is removed.
6. Remove the **stock Gasket** off the **Header**, you will no longer need it with the **HMF Silencer**.

HMF Slip On Installation

1. Slide the **T-Bolt Clamp** over the end of the **HMF Silencer** and then slide the **HMF Silencer** onto the **Head Pipe**. *Some pushing and twisting may be necessary.*
2. Mount the **Silencer** with the **Stock Bolts** or the supplied hardware and tighten.
3. Tighten the **T-Bolt Clamp** to secure the **Silencer** to the **Head Pipe**.
4. With most applications, re-jetting is a **necessity**.

Recommended Slip-On Optimizer Settings:

1.5 / 3.5 / 3.5

These settings are to be used as a starting point and were determined on our dyno at 900ft - 60°F. The final tuning is up to the customer. For more information about tuning, visit www.HMFRacing.com.

Warranty Information

All HMF exhaust systems are covered by a limited warranty described on the enclosed warranty card. Mapping/Jetting and installation are the responsibility of the customer. HMF Performance exhausts are designed for closed-course competition use only.

Full System

Stock Full System Removal

1. Make sure the bike is on level ground and **completely** cooled down.
2. Loosen the **Stock Clamp** that holds the **Silencer** and **Head Pipe** together.
3. Loosen the **Silencer Mounting Bolts**.
4. Brace the back to the **Silencer** with one hand, and take the **Bolts** the rest of the way out.
5. Pull back and twist until the **Silencer** is removed.
6. Loosen the **Bolts** on the **Header Port**. Once loosened, support the pipe with one hand and remove.

HMF Full System Installation

1. Slide the **T-Bolt Clamp** over the end of the **HMF Silencer** and then slide the **HMF Silencer** onto the **Head Pipe**. *Some pushing and twisting may be necessary.*
2. Mount the **Silencer** with the **Stock Bolts** and the supplied hardware.
3. Tighten the **T-Bolt Clamp** to secure the **Silencer** to the **Head Pipe**.
4. With most applications, re-jetting is a **necessity**.

Recommended Full System Optimizer Settings:

1.5 / 3.5 / 3.5

These settings are to be used as a starting point and were determined on our dyno at 900ft - 60°F. The final tuning is up to the customer. For more information about tuning, visit www.HMFRacing.com.

Having trouble? We can help.

If you're still having trouble with your installation, visit www.HMFRacing.com and contact us by e-mail, Forums, or by calling 866.HMF.PIPE



This exhaust, EFI Controller, air filter, jet kit is not intended for use/sale in California and does not meet California, Federal, EPA, CARB noise or emission standards for on road/highway, public, private or state land and is prohibited for use by Federal law. This exhaust, EFI Controller, air filter, jet kit is intended for use in "closed course competition off road racing use only" on machines which do not fall under the California, Federal, EPA, CARB noise or emission standards. Modifications which exceed California, Federal, EPA, CARB noise or emission standards on non "Closed course competition off road racing use only" vehicles is prohibited by Federal law. FOOTNOTE: 2006 and newer motorcycles with head/tail lights OEM from the manufacturer and every all terrain vehicle, even those intended for off road closed course competition use, are considered California, Federal, EPA CARB noise or emission controlled vehicles. Vehicle emission control information is noted in the owners manual and on the machine air box lid and exhaust muffler. Any modifications which exceed the California, Federal, EPA, and CARB noise or emission standard is prohibited by Federal LAW.