



## Suzuki LT-R 450

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.

### Stock Slip On Removal

1. Loosen the **Silencer-To-Head Pipe Clamp**.
2. Remove the (2) **Silencer Bolts** and the **Silencer**.
3. Remove the **Stock Gasket** from the **Header**. The **Gasket** usually comes off inside of the **Silencer**.

### HMF Slip On Installation:

1. Loosen the **Head Pipe Bolts** to allow for more movement.
2. Slide the **T-Bolt Clamp** onto the **Inlet** of the **HMF Silencer**.
3. Using the supplied hardware, mount the **HMF Silencer** to the stock location of the mounting tabs.  
**IMPORTANT: Use washers on both sides of the rubber mounts.**
4. Tighten both **Silencer-to-Subframe Bolts**.
5. Install the supplied **Heat Shield Square** on the back side of the **Airbox**.
6. Using an **HMF Optimizer** and **Map Key**, you **must** tune the engine to it's proper settings.

### Recommended Tuning Specifications: HMF Map Key

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](http://www.HMFracing.com).

### Stock Full System Removal

1. Loosen the **Silencer-To-Head Pipe Clamp**.
2. Remove the (2) **Silencer Bolts** and the **Silencer**.
3. Remove the (2) **Cylinder-To-Head Pipe Joint Nuts** and remove the stock **Head Pipe**.

### HMF Full System Installation:

1. Make sure the **Stock Cylinder-To-Head Pipe Gasket** is in good shape and positioned inside the **Exhaust Port**.
2. Mount the **HMF Head Pipe** using the **Stock Nuts**. Snug but do not tighten yet, leave loose enough to allow for movement.
3. Slide the **T-Bolt Clamp** onto the **inlet** of the **HMF Exhaust**.
4. Using the supplied hardware, mount the **HMF Silencer** to the **stock location of the mounting tabs**.
5. **IMPORTANT: Use washers on both sides of the rubber mounts.**
6. Tighten in this Order:
  - A. Both Silencer-To-Subframe Bolts.
  - B. Tighten the Head Pipe to the Cylinder Nuts.
  - C. Use the T-Bolt Clamp on the Silencer-To-Head Pipe Joint.
7. Install the supplied **Heat Shield Square** on the back side of the **Airbox**.
8. Using an **HMF Optimizer** and **Map Key**, you **must** tune the engine to it's proper settings.

### 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.

### Having trouble? We can help.

If you're still having trouble with your installation, visit [www.HMFracing.com](http://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.