



Yamaha Raptor 700

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. With a **6mm Allen Socket**, loosen the **Silencer-to-Head Pipe Joint Clamp**. (See Figure 1)
2. Remove the **2 Silencer-To-Frame Mounting Bolts** and the **Silencer**. (See Figure 2)
3. Save the bolts, you will re-use them in the installation.

HMF Slip On Installation

1. Install the **Short S-Bend Connector Pipe** onto the **Head Pipe**.
The smaller end fits onto the head, the bigger bulged end will fit into the Exhaust.
2. Slide the **T-Bolt Clamps** onto the **Short S-bend Connector Pipe**. (See Figures 3 & 4)
Do not Tighten
3. Slip the **Silencer** section onto the **Short S-Bend Connector Pipe** and mount it to the **Stock Silencer Mount Location** using the **Stock Bolts**. (See Figure 5)

Tighten in this order:

1. **Silencer-To-Frame Mount Bolts.**
2. **Silencer-To-Short Connector S-Bend T-Bolt Clamp.**
3. **Short S-Bend Connector-To-Head Pipe T-Bolt Clamp.**

Make Sure that the **Silencer-Outlet-Tip Allen screws** are tight.

Stock Full System Removal

1. With a **6mm Allen Socket**, loosen the **Silencer-to-Head Pipe Joint Clamp**. (See Figure 1)
2. Remove the **2 Silencer-To-Frame Mounting Bolts** and the **Silencer**. (See Figure 2)
3. Save the bolts, you will re-use them in the installation.

HMF Full System Installation

1. Make sure the **Header Pipes** are assembled like they are in Figure 6.
2. Making sure the **Cylinder-to-Header Gaskets** are in the exhaust ports, slide the **HMF Header** into the ports and snug the **Stock Nuts**. **Do not tighten.**
3. Install the **2 springs** onto the **Spring Tabs**. (See figure 7)
4. Slide the **T-Bolt Clamp** onto the **inlet** of the **Silencer S-Bend** (not the way it is facing in the picture) and slide the assembly onto the **Head Pipe** then mount the **Silencer** to the **Stock Location** using the **Stock Mounting Bolts**. **Do not tighten.**

Tighten in this order:

1. **Silencer-To-Frame Mount Bolts.**
2. **Silencer-To-Short Connector S-Bend T-Bolt Clamp.**
3. **Short S-Bend Connector-To-Head Pipe T-Bolt Clamp.**

Make Sure that the **Silencer-Outlet-Tip Allen screws** are tight.

Recommended Slip-On & Full System Optimizer Settings: 4 / 4 / 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.

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.



Figure 1



Figure 2

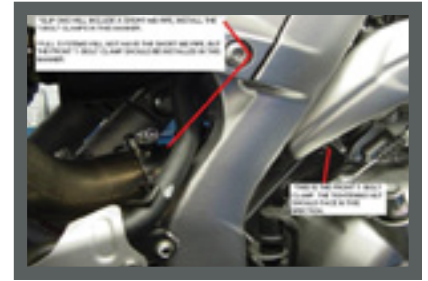


Figure 3



Figure 4

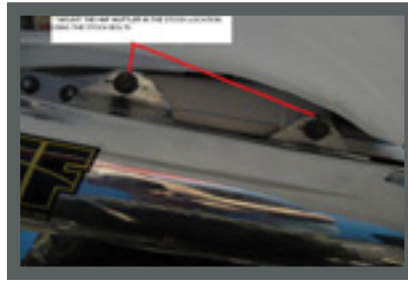


Figure 5



Figure 6

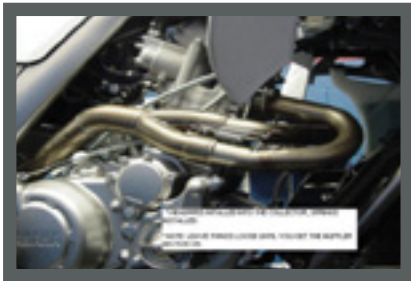


Figure 7

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