



# Can Am Outlander 1000

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 Exhaust Removal

1. Loosen the **Stock T-Bolt Clamp** and remove the **Silencer Mounting Bolts** and **Silencer**.
  2. Remove the **Heat Shield Bolt** directly behind the **Head Pipe**.
  3. Remove the **(3) Bolts** (See Fig. 1) and **Plastic Bolt** located in the trunk. (See Fig. 2)
  4. **XT Models Only** Remove the **Left Lower Bumper Mounting Bracket** (See Fig. 2)
- SLIP ON MODELS** - Continue to **Slip On Installation**  
**FULL SYSTEM MODELS** - Continue Below
5. Remove the **Seat**
  6. Remove the **Gauge Panel Cluster** and **Upper Plastic Air Box Cover**.
  7. Remove the **Left and Right Side Plastic Body Panels**.
  8. Remove the **Head Pipe Heat Shield**. **Do not damage the heat shield, as it will be reused on the installation.**
  9. Remove the **Stock Head Pipe**.

## Full System Head Pipe Installation

1. Be sure that the rear head pipe to cylinder head gasket is installed. (replace if worn) Install the rear head pipe section and nuts hand tight.
2. Be sure that the front head pipe to cylinder head gasket is installed. (replace if worn) Install the front head pipe section into the collector while lining up the collar with the exhaust port in the head. Some pushing and twisting may be necessary as this is a snug fit. Install nuts hand tight.

## Slip On & Full System Installation

1. Install the supplied bracket using the (3) supplied **M6 bolts, washers and stock nyloc nuts**. (*Top right bolt will not use a nyloc nut. It will thread into the OE nut-sert clip.*) Use the supplied M8 bolt, washers and nyloc nut on front bracket hole. (See Fig. 3)
2. Install the supplied **Button Head Allen Bolt** to the **Heat Shield** directly behind the **Head Pipe** (See Fig. 4)
3. Slide the supplied **T-bolt clamp** over the **Silencer Inlet**.
4. Use the supplied hardware to mount the **Silencer** to the previously installed bracket. **Do not tighten.**
5. Ensure proper exhaust alignment and clearance.
6. **Full System Only:** Tighten the **Silencer Mounting Bolts, T-bolt clamp, and Head Pipe Nuts**
7. Install the supplied **Heat Shield** where necessary.
8. **Full System Only:** Reinstall the **Head Pipe Heat Shield, Left and Right Side Plastic Body Panels, Upper Plastic Air Box Cover, Gauge Panel Cluster and Seat**.
9. Reinspect all areas around the exhaust system for proper alignment and clearance.

## Recommended Slip On & Full System Optimizer Settings: N/A

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).

## 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.

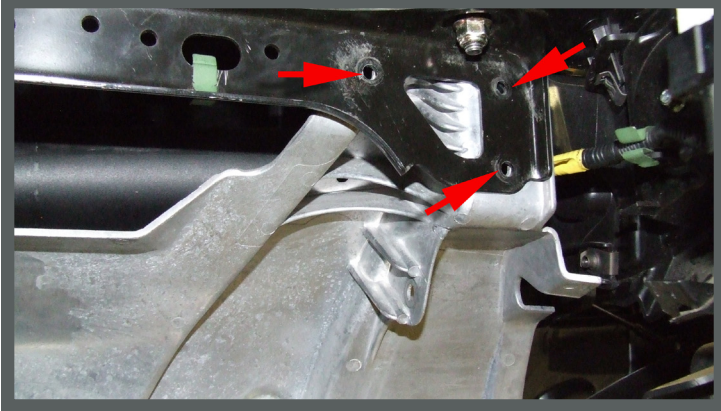


Figure 1

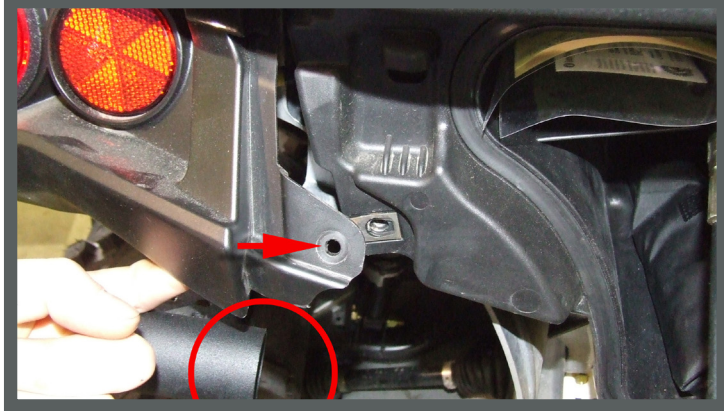


Figure 2



Figure 3

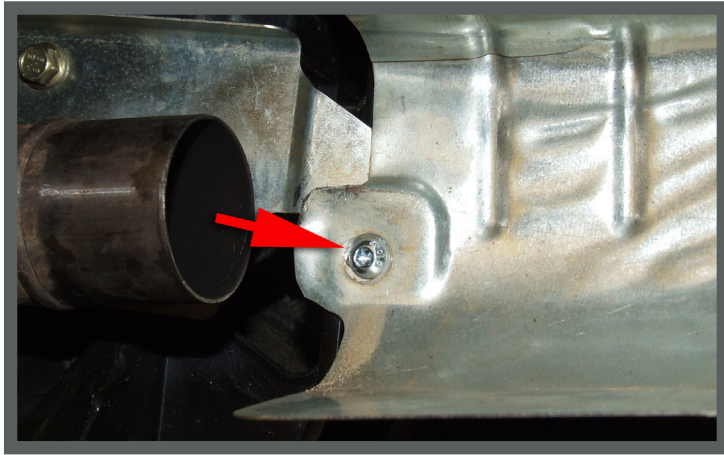


Figure 4

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