

## Can Am Outlander 800

Installation: Slip On 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.



## Can Am

Renegade 500/800 Outlander 500/650/800

Installation: Full System



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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. Make sure the machine is on level ground and completely cooled down.
2. Loosen the **Stock Clamp or Springs** (Depending on the model year) that holds the **Silencer** and **Head Pipe** together.
3. Loosen the **Silencer Mounting Bolts**.
4. Brace the back of the **Silencer** with one hand, and take the bolts the rest of the way out.
5. Pull back and twist with until the **Silencer** is removed.
6. **CLAMP MODEL:** Remove the **Stock Gasket** off of the **Header**, you will no longer need it with the **HMF Exhaust**.

### HMF Slip On Installation



#### CLAMP MODEL

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



#### SPRING MODEL

1. Slide the **HMF Silencer** over the **Head Pipe**.
2. Mount the **Silencer** with the supplied hardware. **Do not tighten yet!**
3. Install the **Springs** using a **Spring Puller** or a piece of wire and tighten the **Mounting Bolts**.
4. With most applications, tuning is a necessity.

### Recommended Slip On Optimizer Settings: 4 / 4 / 4

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

### Stock Exhaust Removal

1. Remove the following items.
  - Seat and **Under-Seat Heat Shield**.
  - **Upper-Plastic Air Box Cover** under the handlebar area.
  - **Left and Right-Side Plastic Body Panels** and **Upper-Plastic Splash Shield** under the **Right Front Fender**. (depending on model)
  - **Springs or Clamp** (depending on model) from the **Silencer Inlet** at the **Head Pipe Joint**.
  - **Silencer Bolts** (*clamp mount only*) and pull back to remove the **Silencer**.
  - **Head Pipe Heat Shield** (*heat shield will not be reused*) and **Clamp/Springs** (*depending on model*) holding the two head pipe sections together.
  - *Spring Mount Models: Rear Exhaust Hanger*.
  - **Head Pipe-to Cylinder Head Nuts** and **Head Pipe**. Some pulling and twisting may be required to separate the Head Pipe Sections. Set the original nuts aside as they will be reused. Inspect the gaskets for wear and replace if necessary.
2. If your model is equipped with a frame tab, bend the **Frame Tab** over on the **Left-Rear Frame Section**. (See figure 1)



Figure 1

### HMF Full Exhaust Installation

1. Be sure that the rear **Head Pipe-to-Cylinder Head Gasket** is installed. Install the **Rear Head Pipe Section** and nuts hand tight.
2. Be sure that the front **Head Pipe-to-Cylinder Head Gasket** is installed. Install the front **Head Pipe Section** into the rear **Head Pipe Section** while aligning the **Head Pipe Collar** with the **Exhaust Port**. Some pushing and twisting may be necessary as this is a snug fit. Install nuts hand tight.
3. Slide the supplied **T-bolt clamp** over the **Silencer Inlet**, then slide the **Silencer** onto the **Head Pipe**.
4. Using the supplied hardware, fasten the **HMF Silencer** to the **Sub-Frame**. Do not tighten.
5. Inspect all areas of the exhaust system to ensure proper alignment. Once proper alignment has been achieved, tighten the **Silencer Bolts**, **Head Pipe Nuts**, install the supplied **Head Pipe Spring**, and finally tighten the **T-bolt clamp**.
6. Temporarily install the left **Side Body Panel**. Mark the area where the **Head Pipe** is closest to the panel. Remove the panel and apply the included **Heat Shield** to the inside of the panel at the marked area.
7. Reinstall all the body panels and fasteners as necessary.
8. Re-inspect all the areas around the exhaust system for clearance with hoses, cables etc.

TUNING WILL BE NECESSARY WITH THE USE OF MOST HMF SLIP ON AND FULL EXHAUST SYSTEMS!

### Recommended Full System Optimizer Settings: ??????????????????

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The final tuning is up to the customer. For more information about tuning, visit [www.HMFrac.com](http://www.HMFrac.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.HMFrac.com](http://www.HMFrac.com) and contact us by e-mail, Forums, or by calling 866.HMF.PIPE



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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.

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