



Can Am Renegade 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. Remove the **Rear Tubes** (See Fig. 1)
2. Loosen the **Stock T-Bolt Clamp** and remove the **Silencer Mounting Bolts** and **Silencer**.
3. Remove the **Heat Shield Bolt** directly behind the **Head Pipe**.
4. Remove the (4) **Torx Head Screws** and **Cargo Hooks** (See Fig. 2)

SLIP ON MODELS - Continue to **Installation**

FULL SYSTEM MODELS - Continue Below

5. Remove the **Seat**
6. Remove the **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 tighten.**
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 brackets between the **Plastic** and **Grab bar**. (See Fig. 3) Start the **Torx Head Screws**, but do not tighten.
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** and pre-assemble the **Silencer** with **S-bend**.
4. Slide the **2nd T-bolt clamp** onto the **inlet side** of the **S-bend** and install the **Silencer/S-bend Assembly**.
5. Use the supplied hardware to mount the **Silencer** to the previously installed bracket. **Do not tighten.**
6. Reinstall the **Rear tubes** and mounting hardware.
7. Ensure proper exhaust alignment and clearance.
8. **Full System Only:** Tighten the **Silencer Mounting Bolts, Torx Screws, T-bolt clamp, and Head Pipe Nuts**
9. Install the supplied **Self Adhesive Heat Shield** where necessary. (See Fig. 5)
10. **Full System Only:** Reinstall the **Head Pipe Heat Shield, Left and Right Side Plastic Body Panels, Upper Plastic Air Box Cover** and **Seat**.
11. 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.

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

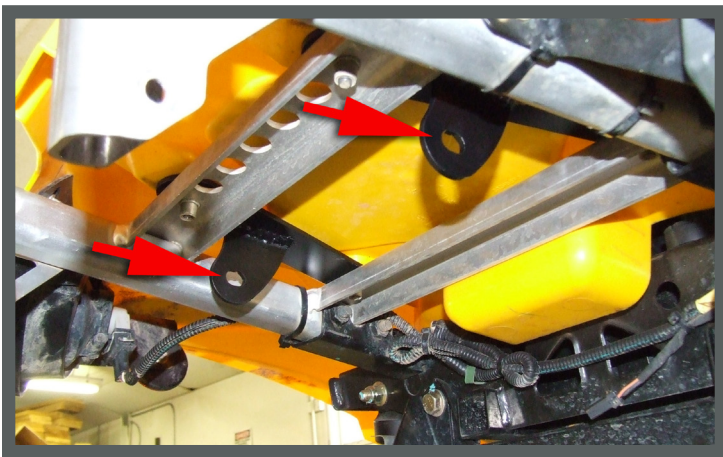


Figure 3

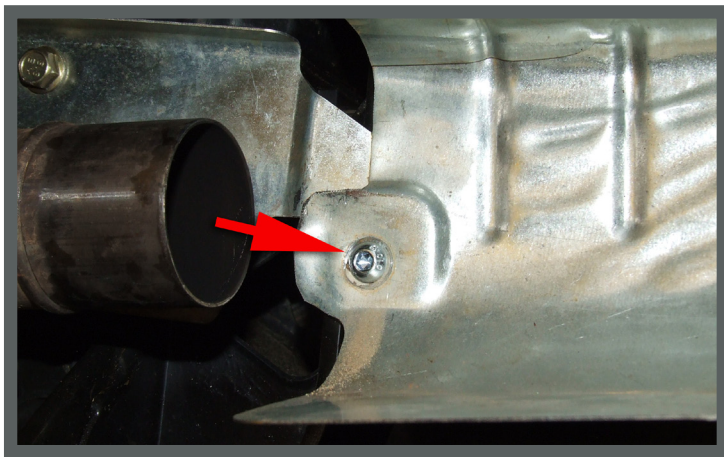


Figure 4

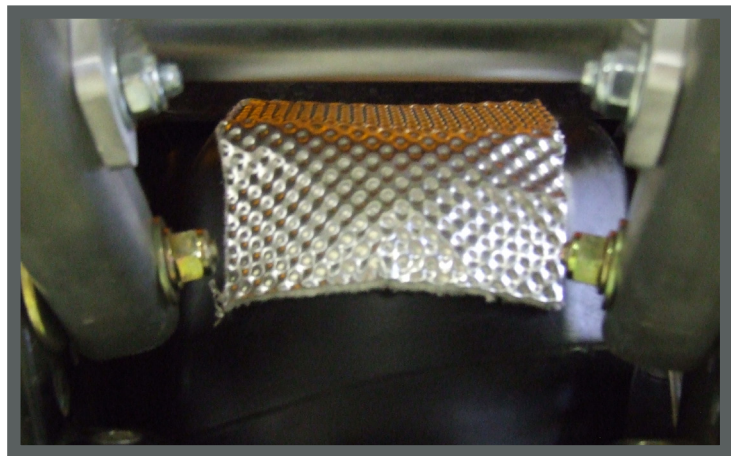


Figure 5

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.HMFracng.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.



Can Am Renegade 1000

Installation: Dual Slip On & Dual 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. Remove the **Rear Tubes** (See Fig. 1)
2. Loosen the **Stock T-Bolt Clamp** and remove the **Silencer Mounting Bolts** and **Silencer**.
3. Remove the **Heat Shield Bolt** directly behind the **Head Pipe**.
4. Remove the (4) **Torx Head Screws** and **Cargo Hooks** (See Fig. 2)

SLIP ON MODELS - Continue to **Installation**

FULL SYSTEM MODELS - Continue Below

5. Remove the **Seat**
6. Remove the **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 tighten.**
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 brackets between the **plastic** and **Grab bar**. Start the **Torx Head Screws** but do not tighten. (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 **Inlet side** of the **Y-collector**. Install the **Y-collector** onto **Head Pipe**.
4. Install the **Lower Silencer** onto the bottom of the **Collector**. Install the **Top Silencer** (*with HMF name plate*) onto the top of the **Collector**. Mount the **Top Silencer** to the previously installed brackets with supplied hardware. **Do not tighten.**
5. Reinstall the **Rear Tubes** and mounting hardware. Using the supplied hardware, bolt the **Lower Silencer** to the original exhaust mounting location. **Do not tighten** (See Fig. 5)
6. Ensure the proper exhaust alignment and clearance. The position of the **Y-collector** is **Critical**. If it is not positioned correctly, the silencers will not line up properly.
7. Tighten all the **mounting hardware, torx screws, T bolt clamp(s), head pipe nuts** (**Full system only**) and install the supplied springs at the **Y-collector-to-Inlet Joints**.
8. Install the **self adhesive heat shield** (included) to the back of the fuel tank (See Fig. 6)
9. Re inspect all the 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.

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

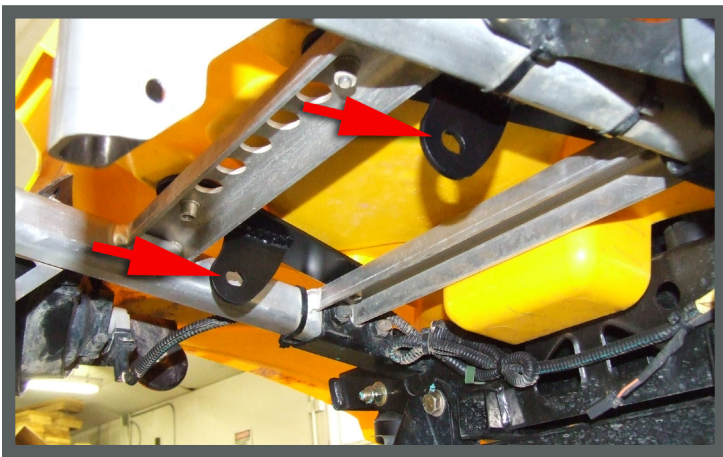


Figure 3

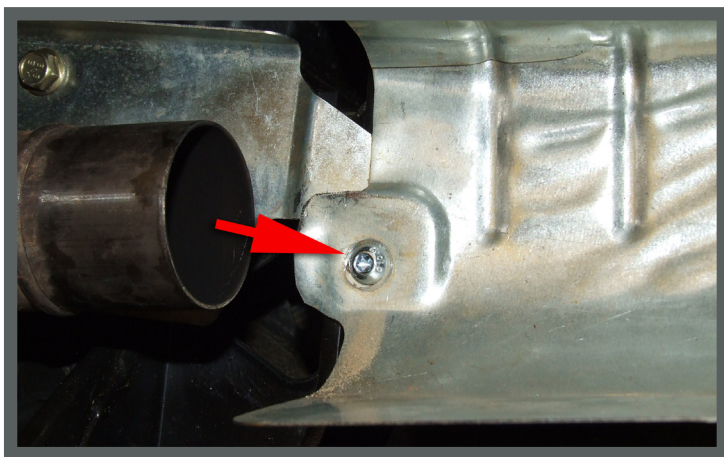


Figure 4



Figure 5

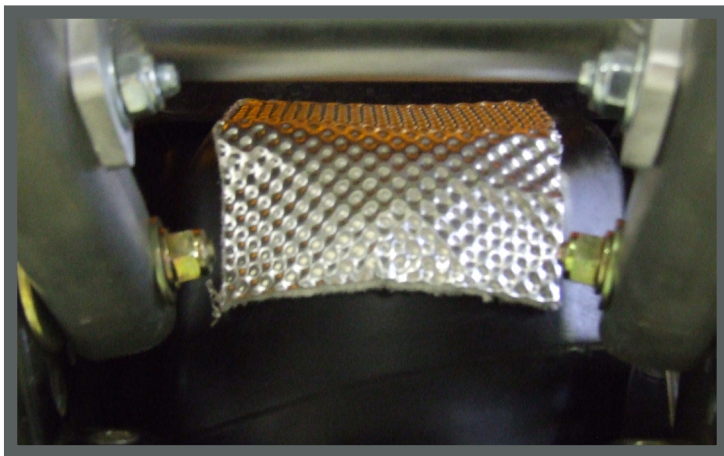


Figure 6

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.