

Kawasaki KFX 700

Installation: 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 Slip On Removal

1. Loosen the **Stock Clamp** that holds the **Silencer** and **Head Pipe** together.
2. Once the **Clamp** has been loosened, loosen and remove the bolts where the **Exhaust Pipe** meets the **Rear Head**.
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 until the **Silencer** is removed.
6. Save the **Stock Head Gasket**, you will reuse it.
7. Keep the **Gasket** on the **Front Head Pipe**, you will need it with the **HMF Silencer**.

HMF Slip On Installation

1. Place the **Head Gasket** onto the end of the **HMF Rear Head Pipe** and bolt the pipe into the **Rear Head**.
2. Slide the **T-Bolt Clamp** over the **Collector Part**, where it meets the **Front Head Pipe**.
3. Slide the **HMF Silencer** over the **Rear Head Pipe** and over the stock **Front Head Pipe** at the same time.
4. Mount the **Silencer** on the **Sub-Frame** with the supplied bolts.
5. Tighten both **T-Bolt Clamps** and attach the supplied spring.
6. With most applications, re-jetting your carburetor is a **necessity**.

Recommended Slip On Jetting Specs:

142 Front - 145 Rear Keihin Round

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.

Stock Full System Removal

1. Loosen the **Stock Clamp** that holds the **Silencer** and **Head Pipe** together.
2. Once the **Clamp** has been loosened, loosen and remove the bolts where the **Exhaust Pipe** meets the **Rear Head**.
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 until the **Silencer** is removed.
6. Save the **Stock Head Gasket**, you will reuse it.
7. Keep the **Gasket** on the **Front Head Pipe**, you will need it with the **HMF Silencer**.
8. You must remove the **Stock Toolbox** on the right side of the **Sub-frame**.

HMF Dual Full System Installation

1. Place the **Gasket** on the **Rear Head Pipe** and finger-tighten.
2. Place the **Clamp** over the **Right Silencer** and slide the **Silencer** over the **Head Pipe**.
3. Tighten the **Silencer** to the **Sub-frame** using the supplied hardware.
4. Tighten the **Rear Head Bolts** and **T-Bolt clamp**.
5. Install the **Front Head Gasket** on the **Front Head Pipe** and bolt in the **Front Head Pipe**.
6. Slide the **T-Bolt Clamp** over the end of the **Silencer** and bolt the **Silencer** to the **Sub-frame** with the stock bolts.
7. Tighten the **T-Bolt Clamp**.
8. With most applications, re-jetting your carburetor is a **necessity**.

Recommended Dual Full System Jetting Specs:

145 Front - 148 Rear Keihin Round

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.