

Kawasaki Prairie 650 & 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. 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. Remove the **Gasket** on the **Front Head Pipe**, you will no longer need it.

HMF Slip On Installation

1. You will need to remove the **Stock Cylinder-to-Headpipe Gasket** from the **Rear Head Pipe**, you will no longer need this gasket. *(It may still be on the exhaust port)*
2. Install the supplied **HMF Gasket** onto the **Head Pipe Flange**, then install the **Head Pipe** using the **Stock Nuts**. (Do not tighten)
3. Slide the larger **T-Bolt Clamp** onto the **Rear Cylinder Headpipe Outlet**.
4. Slide the smaller **T-Bolt Clamp** onto the other exhaust pipe inlet.
5. Attach the **Silencer** to the original mounting points on the frame while you guide the **Rear Cylinder Headpipe** into the inner **HMF Exhaust Inlet Tube** and the **OEM Front Headpipe** into the **Outer Exhaust Inlet Tube**.
6. Tighten in this order:
 - A. Rear **Cylinder-to-Headpipe** Mounting Nuts.
 - B. **Silencer-to-Frame** Mounting Hardware.
 - C. Both **T-Bolt Clamps**.

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. Remove the **Front Head Pipe**.

HMF Full System Installation

1. Ensure the **Stock Cylinder-to-Head Pipe Gaskets** have been removed with **Stock Exhaust** and not stuck on the **Exhaust Port**. These gaskets will not be re-used with the **HMF Exhaust System**.
2. Install the supplied **HMF Gaskets** onto the **HMF Head Pipe Flanges**, then install the **Head Pipes** using the **Stock Nuts**. **DO NOT TIGHTEN**
3. Slide the **T-Bolt Clamps** onto the end of **Silencer**.
4. Mount the **Silencer** in the stock location using the **Stock Hardware**. **DO NOT TIGHTEN**

Tighten in this order:

1. Front **Cylinder-to-Head Pipe** nuts.
2. Rear **Cylinder-to-Head Pipe** nuts.
3. **Exhaust-to-frame** nuts.
4. Both **T-Bolt Clamps**.

Recommended 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.