



Yamaha Raptor 125

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 **Stock Silencer** and **Head Pipe** together.
2. Loosen the **Silencer Mounting Bolts**.
3. Brace the back of the **Silencer** with one hand and take the bolts the rest of the way out.
4. Pull back and twist until the **Silencer** is removed.
5. You must remove the **Stock Gasket** off of the **Header**. You will no longer need it.

HMF Slip On Installation

1. Slide the **T-Bolt Clamp** over the **HMF Silencer**, then slide it onto the **Head Pipe**.
 2. Mount the **Silencer** with the **Stock Bolts** or supplied hardware, and tighten.
- Note:** For the **Silencer Mounting Bracket**, use the **Front Grab Bar Mounting Bolt Hole** instead of the **Original Silencer Mounting Bolt Hole**.
3. Tighten the **T-Bolt Clamp** to secure the **Silencer** to the **Head Pipe**.
 4. With most applications, re-jetting your **Carburetor** is a necessity.

Stock Full System Removal

1. Loosen the **Stock Clamp** that holds the **Stock Silencer** and **Head Pipe** together.
2. Loosen the **Silencer Mounting Bolts**.
3. Brace the back of the **Silencer** with one hand and take the bolts the rest of the way out.
4. Pull back and twist until the **Silencer** is removed.
5. Loosen the **Bolts** on the **Header Port**. Once loosened, support the **Silencer** with one hand. Remove the **Bolts** and the **Head Pipe**.

HMF Full System Installation

1. Be sure the **Gasket** is placed flush into the **Exhaust**.
 2. Slip the **HMF Head Pipe** into the **Exhaust Port** while aligning the **Flange** with the **Bolt Holes**.
 3. Slide the **T-Bolt Clamp** over the end of the **HMF Silencer** and then slide the **Silencer** onto the **Head Pipe**. Some pushing and twisting may be necessary.
 4. Mount the **Silencer** with the **Stock Bolts** or the supplied hardware and tighten.
- Note:** For the **Silencer Mounting Bracket**, use the **Front Grab Bar Mounting Bolt Hole** instead of the **Original Silencer Mounting Bolt Hole**.
5. Tighten the **Header Bolts** onto the **Flange** and **T-Bolt Clamp** to secure the **Silencer** to the **Head Pipe**.

Recommended Slip-On & Full System Jetting Specifications:

No Air Box Lid: 165 Mikuni Large Round. Stock Carb.

Air Box Lid On: No Change Needed

PE28 Carb (Air Box Lid Off): 145 Keihin Hex. 35 Pilot:

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.