

Yamaha YZF 450 (04-12)

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 & Full System Removal

1. Loosen the **(2) Silencer-to-Frame Mounting Bolts**.
2. Loosen the **Clamp** at the **Silencer-to-Head Pipe Joint**.
3. Brace the back of the **Silencer** with one hand and remove the **Mounting Bolts**.
4. Pull back and twist to remove the **Silencer** from the **Head Pipe**.
5. **Full system only:** Remove the **Head Pipe-to-Cylinder Head Nuts** and **Head Pipe**.

Inspect the **Gasket** for wear and damage. Replace if necessary.

HMF Slip On Installation

Note: It may be necessary to loosen the original **Head Pipe-to-Cylinder Head Nuts** to allow for some movement of the head pipe. This movement can be beneficial when ensuring proper exhaust system installation and alignment.

1. Install the supplied **T-Bolt clamp** to the slotted end of the **Mid Pipe**. Then, slide the **Mid Pipe** onto the end of the **Head Pipe**, leaving the **T-Bolt Clamp** loose.
2. Install the supplied **T-Bolt Clamp** onto the **Silencer Inlet**. Then slide the **Silencer** onto the end of the **Mid Pipe** lining up the **Mounting Brackets** with the holes in the **Sub-frame**.
3. Place the supplied **Fender Washers** on both sides of the **Rubber Mounts**. Then, bolt the **Silencer** to the **Sub-frame**.
4. Tighten the **Silencer-to-Sub-Frame Bolts**, **Head Pipe Nuts** (if loosened), and the **(2) T-Bolt clamps**.
5. Inspect all areas around the exhaust system for clearance with hoses, cables etc.
HMF **will not** be held responsible for damage caused by improper installation.

HMF Full System Installation

1. Install the **HMF Head Pipe** and **Nuts** hand tight.
2. Install the supplied **T-Bolt Clamp** onto the **Silencer Inlet**. Then, slide the **Silencer** onto the end of the **Head Pipe** lining up the **Mounting Brackets** with the holes in the **Sub-Frame**.
3. Using the supplied hardware, install the **Silencer** to the **Sub-Frame**.
4. Tighten the **Silencer-to-Sub-Frame Bolts**, **Head Pipe Nuts**, and finally the **T-Bolt clamp**.
5. Inspect all the areas around the exhaust system for clearance with hoses, cables etc.
6. HMF **will not** be held responsible for damage caused by improper installation.

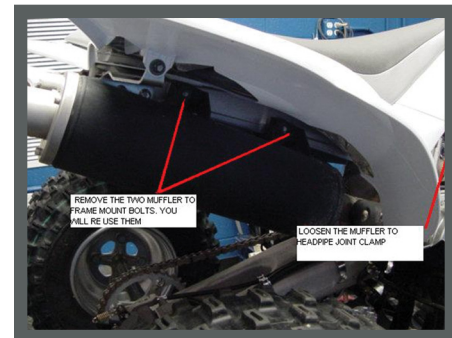


Figure 1

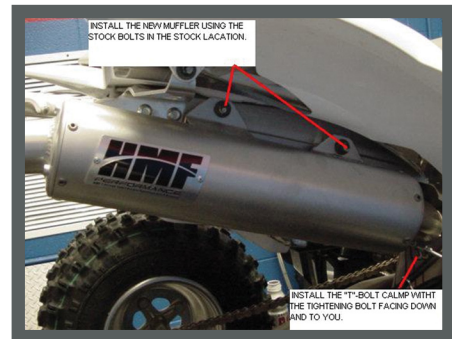


Figure 2

2004-2010 : Slip On: 170 Keihin Hex, 48 pilot **Full System:** 175 Keihin Hex, 48 pilot

2012 : Slip On & Full System: *Air Box Lid Off:* 165 Main Jet. Move the washer to the bottom of the needle.

Air Box Lid On: Stock Main Jet. Move the washer to the bottom of the needle.

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.HMFacing.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.