



Honda Rincon 680

Optimizer Instructions

HMF Optimizer Installation

1. Remove seat
2. Remove the **Fuel Injector Cover**.
3. Drill a hole in the **Left Side Storage Compartment** large enough to fit the **Optimizer connectors** through. Feed the **Optimizer Wiring Harness** through the hole. (See fig 1)
4. Be sure to route the **Optimizer Harness** away from any hot or moving parts.
5. Unplug the grey connector from the **Fuel Injector**. (See Fig 2)
6. Plug the **Grey Optimizer Connector** into the **Fuel Injector**. Plug the black **Optimizer connector** into the **Gray Injector Harness Connector**.
7. Run the **Black Ground Wire** to a good chassis ground or the negative battery post.
8. With the **Optimizer Harness** connected and the ground wire hooked to a solid ground source, secure the wiring harness using the supplied zip ties.
9. Use the supplied Velcro material to mount the Optimizer to the inside wall of the storage compartment. Be sure to seal the hole around the wiring harness.

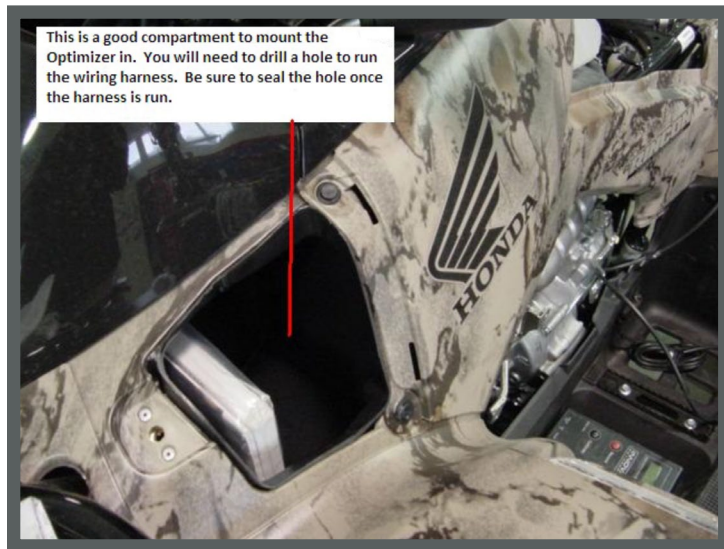


Figure 1

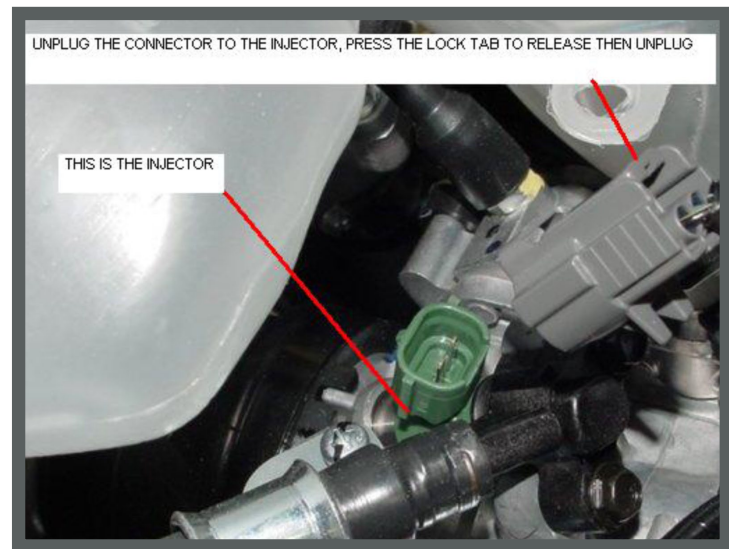


Figure 2

Note: Base tuning for the Optimizer is pre programmed. This tuning was determined with our HMF exhaust being the only modification. Varying outside conditions as well as other modifications to the machine may require some fine tuning. Test drive the machine prior to changing the base settings. Installation and tuning is the responsibility of the end user. HMF will not be held responsible for property damage caused by improper installation and/or tuning.

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.