



# Yamaha Raptor 700

## Optimizer Instructions

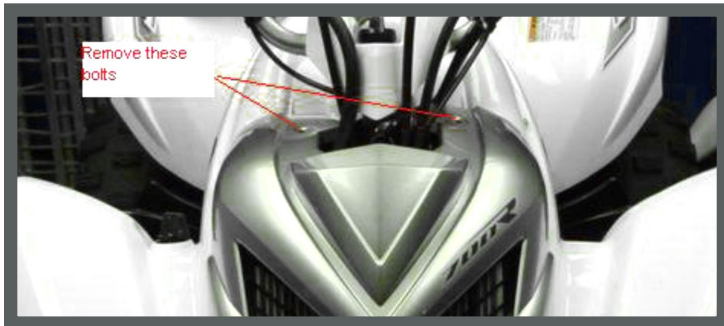


Figure 1

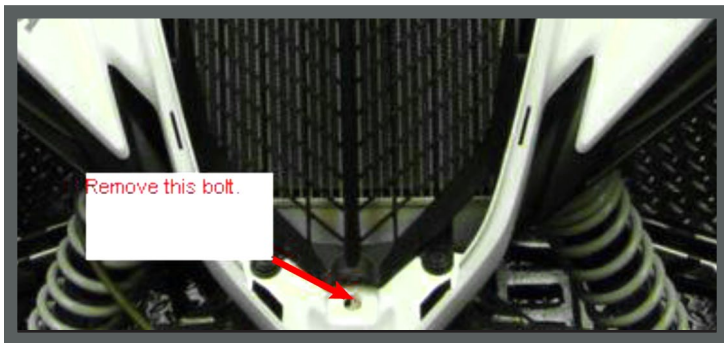


Figure 2

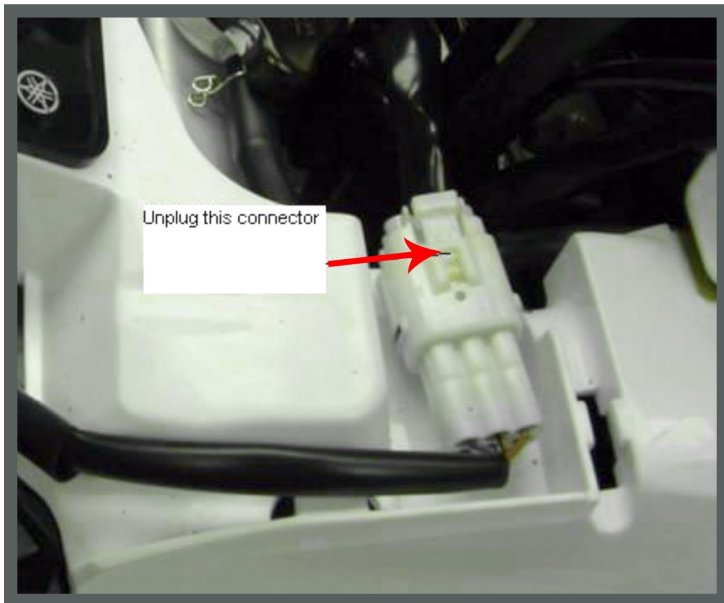


Figure 3

1. Remove the seat.
2. Remove the bolts holding the **Plastic Front Radiator** cover on. (See Fig 1)
3. Remove the cover and the bolt shown in (Fig 2)
4. Unplug the connector shown in (Fig 3)
5. Remove the **Fuel Cap and Plastic Fuel Tank Cover**. (See Fig 4)
6. Temporarily replace the fuel cap to contain fumes.
7. Remove the **Rear Main Plastic Mounting Hardware** and remove the **Main Plastic Cover**. (See Fig 5)
8. Remove the fuel tank mounting bolts. (See Fig 8)
9. Have a helper hold the fuel tank up and out of the way. (Removal of the tank is not necessary)
10. Route the Optimizer harness connectors between the battery and the **aluminum frame member**. (See Fig 7)
11. Unplug the connector at the **fuel injector**. (See Fig 8)
12. Plug the grey connector of the **Optimizer harness** into the **fuel injector**. (See Fig 9)
13. Plug the **Black connector** of the **Optimizer harness** into the **original harness connector** you unplugged from the injector. (See Fig 9)
14. Run the **Optimizer harness** under the **battery mount** and **air box mounts** to keep the harness from being damaged. Use the supplied zip ties to secure the **Optimizer harness** away from any hot and/or moving parts. (See Fig 10)
15. Use the supplied Velcro to mount the Optimizer in the tool box area. Cut a small notch in the **tool box plastic** to keep the harness from being pinched by the seat.
16. Reinstall all hardware and plastic body work.

**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.

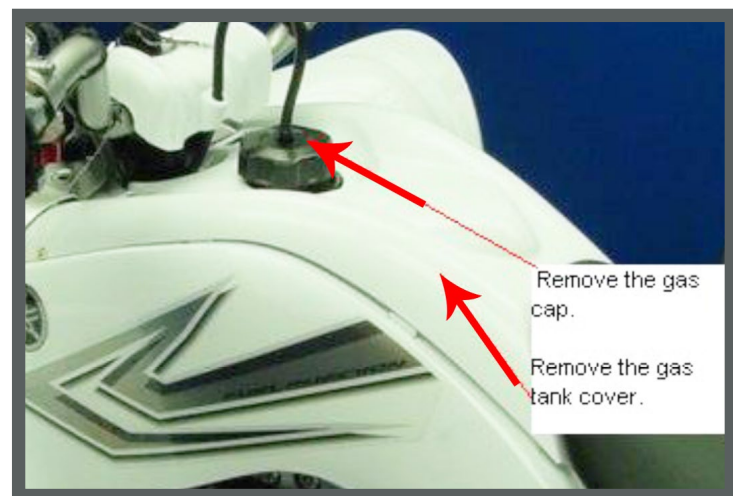


Figure 4

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.

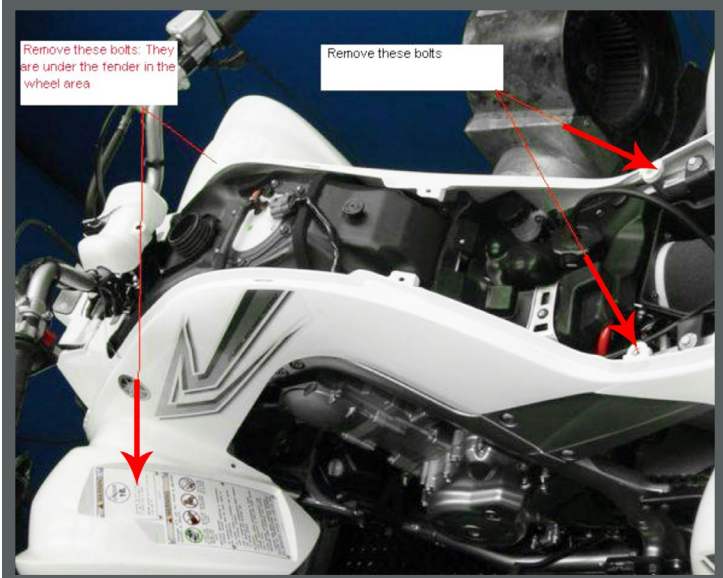


Figure 5

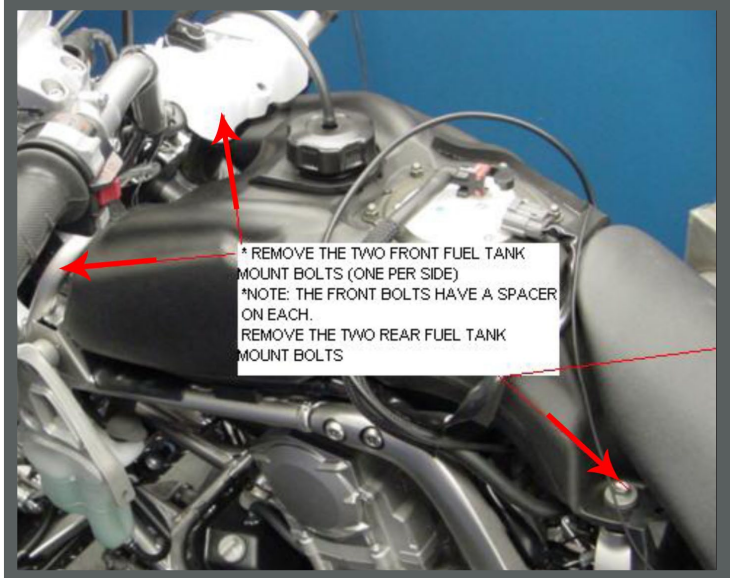


Figure 6

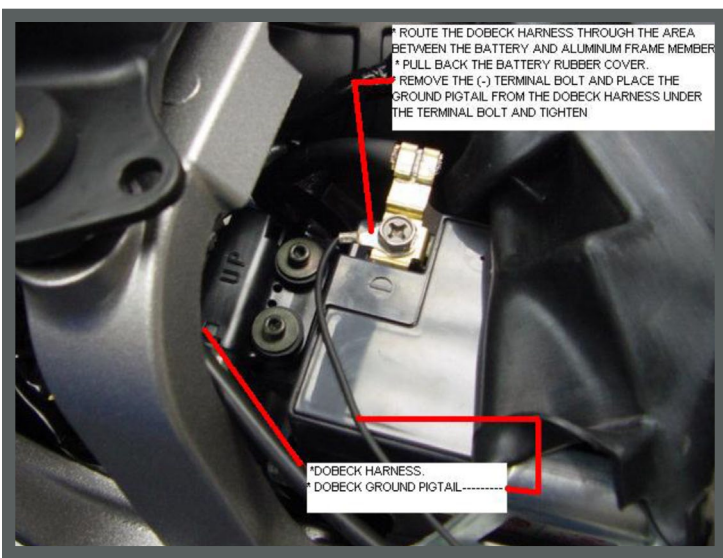


Figure 7

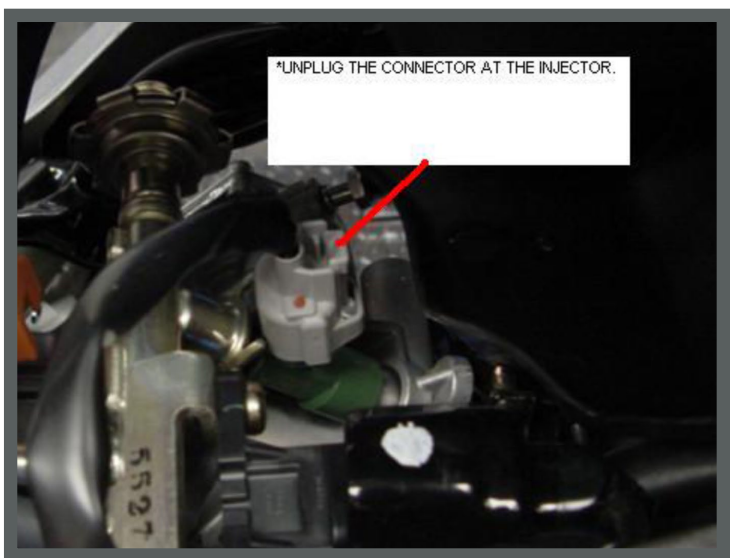


Figure 8

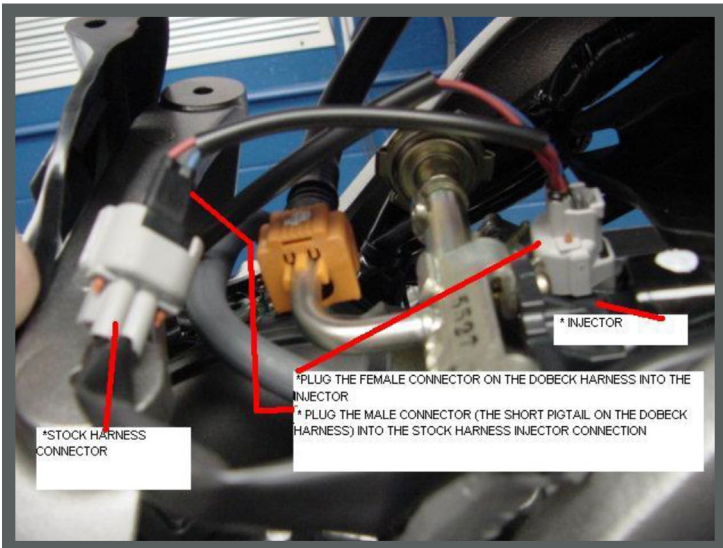


Figure 9



Figure 10