

Can Am DS450

Installation: Slip-On & Full System Installation



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 Exhaust Removal

1. Make sure the machine is on level ground and completely cooled down.
2. Loosen the **Stock Clamp** that holds the **Silencer** and **Head Pipe** together.
3. Once the clamp has been loosened, 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. **SLIP ON ONLY:** Remove the **Stock Gasket** off the **Head Pipe Outlet**, you won't need it with the **HMF Silencer**. Continue to installation.
7. **FULL SYSTEM ONLY:** Loosen the bolts on the Header Port. Once loosened, support the Head Pipe with one hand and remove. Continue to installation.



Figure 1

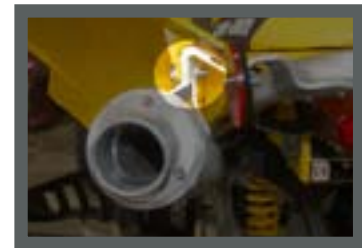


Figure 2

HMF Slip On Installation

1. Slide the **Clamp** onto the **Silencer End** and slide the **Silencer** onto **Header**.
2. Mount the **Silencer** on the inside of the Bracket. Reuse the **Stock Spacer**, **Washer** and supplied bolt and lock nut. (See Figures 1 & 2)
3. Use the **Stock Torx Bolt** and supplied **Lock Nut** on the **Front Mount**.

HMF Full System Installation

1. Position the **HMF Head Pipe** in the **Stock Location** and start the **Mounting Bolts**.
2. Slide the **Clamp** onto the **Silencer End** and slide the **Silencer** onto **Header**.
3. Mount the **Silencer** on the inside of the Bracket. Reuse the **Stock Spacer**, **Washer** and supplied bolt and lock nut. (See Figures 1 & 2)
4. Use the **Stock Torx Bolt** and supplied **Lock Nut** on the **Front Mount**.
5. Tighten all hardware, starting at the **Head Pipe** and working your way back.

Recommended Slip On & Full System Optimizer Settings: *Without Pink Wire Cut: 3 / 4 / 6* *With Pink Wire Cut: 0 / 2.5 / 3*

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.