



Polaris Outlaw 500

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. Remove the **Spring** at the top rear of the **Silencer**.
2. Loosen the **Clamp** at the **Silencer-to-Head Pipe Joint**.
3. Pull and rotate the **Silencer** counter-clockwise in a corkscrew motion.
4. Remove the original **Gasket** from the **Head Pipe**.

HMF Slip On Installation

1. Slide the **T-Bolt Clamp** onto the **Inlet** of the **Silencer**.
2. Push and rotate the **HMF Silencer** clockwise in a corkscrew motion, then make the connection at the **Silencer-to-Inlet Joint**.
3. Align and center the **Silencer** and tighten all hardware.

Recommended Slip On Jetting Specs:

155 Mikuni Small Round

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.HMFacing.com.

Stock Full System Removal

1. Remove the **Spring** at the top rear of the **Silencer**. (See Figure 1)
2. Loosen the **Clamp** at the **Silencer-to-Head Pipe Joint**. (See Figure 2)
3. Place some protective tape on the frame in the area of the **Silencer**. (*Below the Silencer and to the side of it.*) This will prevent the frame from getting scratched.
4. Pull out the **Silencer** and rotate counter-clockwise to the 11 O'clock position, using the "U" shaped **Spring Tab** for your reference.
5. Remove the 4 **Head Pipe-to-Cylinder Nuts**. *2 Nuts per Cylinder* (See Figure 3)

HMF Full System Installation

1. Snug the **HMF Head Pipe** using the **Stock Nuts**. (Do not tighten) *You will need to have the mounting flanges set with the holes for the springs at the top.*
2. Adjust the **Fuel Screw**. It is located on the bottom of the **Carb** between the **Float Bowl** and the **Intake Manifold**. (See Figure 4) *Some carbs will have a brass or aluminum plug covering the tube preventing adjustment of the fuel screw.*
3. Using a small drill, drill through the **Plug**. As soon as you plunge through the plug, **STOP!** *The fuel screw is under the plug. Drilling further will damage the fuel screw/carb body.*

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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.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

Notes from Installation:

- *The Outlaw we tested had a rich, 37.5 pilot jet. The highest smoothest idle was with the fuel screw at 1 1/2 turns out.
- *We went to a leaner 35 pilot. This gave us a 2 1/2 turn out fuel setting which also made better low end power.
- *5 winds were cut off the Slide Spring. The Slide Equalizer holes were drilled out but this did not make any difference in power or acceleration.
- *A 145 main jet was stock, a 155 was tried but made no difference in power.
- *Needle clip position changes did not make any difference in power. The stock needle clip position was used.
- *The air box lid was left on in all tests.

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