

Kawasaki Brute Force 750 (2005-2011)

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. Loosen the **Silencer-to-Frame Mount Nuts**. *The exhaust mount nuts are double nutted, loosen the outer nut then the inner nut. You will reuse the nuts/bolts.*
2. Loosen the **Silencer-to-Headpipe Joint Clamp**.
3. Remove the **Rear Cylinder Nuts**.
4. You will need to remove the bolts on the **Heat Shield**. You will not reuse the heat shield.
5. Remove the **Silencer**.

HMF Slip On Installation

1. You will need to remove the **Stock Cylinder-to-Headpipe Gasket** from the **Rear Head Pipe**, you will no longer need this gasket. *(It may still be in the exhaust port)*
2. Install the supplied **HMF Gasket** onto the **Head Pipe Flange**, then install the **Head Pipe** using the **Stock Nuts**. (Do not tighten)
3. Slide the larger **T-Bolt Clamp** onto the **Rear Cylinder Headpipe Outlet**.
4. Slide the smaller **T-Bolt Clamp** onto the outer exhaust pipe inlet. *(Closest to you, looking at the exhaust, as it would go on the machine)*
5. Attach the **Silencer** to the original mounting points on the frame while you guide the **Rear Cylinder Headpipe** into the inner **HMF Exhaust Inlet Tube** and the **OEM Front Headpipe** into the **Outer Exhaust Inlet Tube**.
6. Tighten in this order:
 - A. Rear **Cylinder-to-Headpipe** Mounting Nuts.
 - B. **Silencer-to-Frame** Mounting Hardware.
 - C. Both **T-Bolt Clamps**.

Recommended Slip On Jetting/Optimizer Specs:

2005-2007: Slip on: 155 Front-165 Rear Keihin Round

2008-2009: Slip on: Optimizer Setting - 2.5 / 3.5 / 4

***Kawasaki has supplied many different Jet Combinations. If your OEM Jets are larger numbers than what we suggest, then go 10 numbers higher than what you currently have for each carb. Set the fuel screw to 2.0-2.5 turns out from lightly bottomed on each carb. The settings we offer are for 55-65 degrees at basic sea level. Use them as a reference only.*

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.

Stock Full System Removal

1. Remove the seat.
2. Remove the **Bolt/Screw** in the **Seat Pan Area**. *(One is under the fuse box.)*
3. Pull out the **Curved Hold Down Tabs** on the top pan from under the **Bodywork/Frame**.
4. Remove the **Bolts/Screw** from the **Left Front Bodywork**.
5. **Silencer Mount Nuts** are double nutted, so first loosen the **Outer Nut**, then the **Inner Nut**. You will re-use the **nuts/bolts** with the **HMF Exhaust System**.
6. Loosen the **Silencer-to-Head Pipe Joint Clamp**, then remove the **Rear Cylinder Nuts**.
7. Remove all **Exhaust Heat Shields**, they will not be reused with the **HMF Exhaust System**.
8. Remove the **Front Cylinder To Head Pipe Nuts** and the **Front Head Pipe**.
(Make sure the upper pan is pulled up as far as possible without damaging anything. Make sure the left front fender is free and you can remove the front head pipe. This will not be easy. You'll have to look to see where the head pipe is hitting, but it will come out.)

HMF Full System Installation

1. Ensure the **Stock Cylinder-to-Head Pipe Gaskets** have been removed with **Stock Exhaust** and not stuck in the **Exhaust Port**. These gaskets will not be re-used with the **HMF Exhaust System**.
2. Install the supplied **HMF Gaskets** onto the **HMF Head Pipe Flanges**, then install the **Head Pipes** using the **Stock Nuts**. **DO NOT TIGHTEN**
3. Slide the **T-Bolt Clamps** onto the end of **Silencer**.
4. Mount the **Silencer** in the stock location using the **Stock Hardware**. **DO NOT TIGHTEN**

Tighten in this order:

1. Front **Cylinder-to-Head Pipe** nuts.
2. Rear **Cylinder-to-Head Pipe** nuts.
3. **Exhaust-to-frame** nuts.
4. Both **T-Bolt Clamps**.

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