



Kawasaki Brute Force 750 (2012)

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 (2) **Head Pipe to Silencer Clamps**.
2. Remove the **Silencer To Frame Mounting Bolts**, and remove the **Silencer**.
3. Remove the **Front Head Pipe Clamp**. You will no longer need it.
4. Remove the **Rear Head Pipe Nuts, Rear Head Pipe**, and **Original Gasket**. You will not reuse the original gasket.

HMF Slip On Installation

1. Install the new **Rear Head Pipe** with the supplied gasket. Loosely install the **Rear Head Pipe Nuts**.
2. Install the supplied **T-bolt clamps** onto the **Collector** of the **Silencer** and slide **Silencer** over the **Head Pipes**.
3. Using the supplied hardware, loosely bolt the **Silencer** to the **Mounting Holes** in the frame.
4. Tighten in this order.
 - a. **Rear Cylinder-to-Head Pipe Nuts**
 - b. **Silencer-to-Frame mounting bolts**
 - c. Both **T-bolt clamps**

Recommended Slip On Jetting/Optimizer Specs:

2012: Slip on: Optimizer Setting - 1 / 2 / 3

Recommended Full System Jetting/Optimizer Specs:

2012: Full System: Optimizer Setting - 1 / 2 / 3

Stock Full System Removal

1. Remove the **seat, plastic panel** under the head light, and the **Left Side Storage Container**.
2. Remove the **Left Side Main Plastic**, two-piece **Sheet Metal Heat Shield**, and the rear most heat shield from the **Front Head Pipe**. Remove the **Splash Shield** from under the **Left Front Fender**.
3. Loosen the (2) **Head Pipe to Silencer Clamps**.
4. Remove the **Silencer to Frame Mounting Bolts**, and remove the **Silencer**.
5. Remove the **Front Head Pipe Clamp**. You will no longer need it.
6. Remove the **Rear Head Pipe Nuts, Rear Head Pipe**, and **original gasket**. You will not reuse the original gasket.
7. Remove the **Front Head Pipe Mounting Nuts** and the **Front Head Pipe** along with **Stock Gasket**. You will no longer need the stock gasket. Removing the **front head pipe** can be difficult. Although not necessary, taking the **Left Front Wheel** off will make removal easier.

HMF Full System Installation

1. Install the new **head pipes** with **supplied gaskets**. Leave the mounting nuts loose. **Note:** The **New front head pipe** is two pieces) Be sure to install the supplied **T-bolt Clamp** where the **Front Head Pipe** sections meet. **Do not tighten**.
2. Slide the supplied **T-bolt clamps** onto the **Collector** of the **Silencer** and slide the **Silencer** over the **Head Pipes**. Using the supplied hardware, loosely bolt the **Silencer** to the **Mounting Holes** in the frame.
3. Tighten in this order.
 - a. **Front cylinder-to-head pipe nuts**
 - b. **Rear cylinder-to-head pipe nuts**
 - c. **Front head pipe T-bolt clamp**
 - d. **Silencer-to-frame mounting bolts**
 - e. **Collector T bolt clamps**
4. Check all the areas around the exhaust for proper alignment and clearance. Adjust as necessary.
5. Reinstall the two-piece **Sheet Metal Heat Shield** and all body panels including seat and splash shield under left front fender.

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.