



Polaris RZR XP 900(S)

Installation: Dual 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 Removal

1. Remove the screws from the plastic **rear fascia**. Slowly begin to pull the **rear fascia** away from the machine. When there is enough room, reach in and disconnect the **tail light harness**. Set the **rear fascia** aside.
2. Using a long piece of electrical wire or a spring puller, remove the 2 springs at the **head pipe-to-silencer joint** and the 2 springs that hold the silencer against the frame. Slowly pull back on the silencer to remove it. **Note: You can remove the 2 rubber mounts from the frame as they will not be reused.**
3. Remove the **top nut** from the **rear transmission mount**.
4. **For slip on:** Move on to step 1 of HMF Slip on exhaust installation.
For full system: Move on to step 5.
5. Remove the following:
Seats, Air intake housing, Rear close off panel, Head pipe
6. Carefully remove any gasket material left on the **cylinder head**.

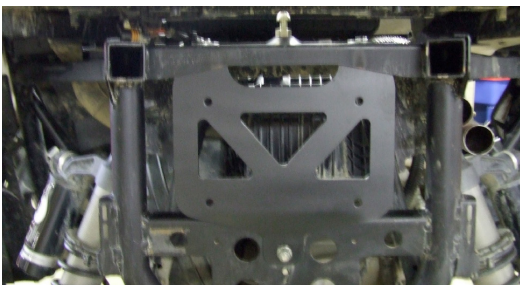


Figure 1

Slip On Exhaust Installation

1. Install the **HMF silencer bracket** using the **top transmission mount stud** and original nut, and the supplied **M8 20 hex bolts, fender washers, M8 nyloc nuts and flat washers**. (See Figure 1)
2. Inspect the **original donut gasket** for wear or damage and replace it with a new one if necessary.
3. Remove the **lower rear fascia brackets**. Your HMF exhaust comes with replacement brackets.
4. Using the original mounting bolts, install the **HMF replacement rear fascia brackets**. (See Figure 2)
5. Install the **HMF slip on exhaust** using the **4 fender washers, M8 40 hex bolts, flat washers, and nylock nuts**.
6. Using a long piece of wire or spring puller, install **2 of the original springs** at the **headpipe-to-inlet joint**.
7. Apply the supplied adhesive heat shield material to the inside of the **rear fascia**, near the exhaust inlet. (See Figure 3)
8. Replace **rear fascia**. Remember to plug in the **tail light harness** and be sure that the harness is **tied away from the exhaust**.
9. Inspect all areas around the exhaust system for proper clearance and alignment. Adjust as necessary.

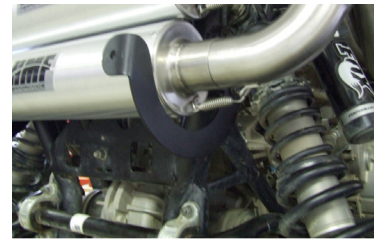


Figure 2



Figure 3

FULL SYSTEM INSTALLATION ON NEXT PAGE

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.

Polaris RZR XP 900(S)

Installation: Dual Slip On & Full System

Dual Full Exhaust Installation

1. Be sure **cylinder head gasket mating surface** is clean from old gasket material.
2. Using the **supplied gasket** and original mounting bolts, install the **new HMF head pipe**.
3. Install the **HMF silencer bracket** using the **top transmission mount stud** and original nut, and the supplied **M8 20 hex bolts, fender washers, M8 nyloc nuts and flat washers**. (See Figure 1)
4. Slide the "S" bend for the **lower silencer** over the **lower collector outlet** on the **head pipe**.
5. Slide the **lower silencer** onto the **lower "S" bend**. Once the silencer is in position, insert **2 Supplied M8x20 Bolts** and **flat washers** in through the back of the **mounting bracket**. Install the supplied **M8 nyloc nuts** and **flat washers**.
6. With the **lower silencer** level, tighten up the nuts and bolts for the lower silencer.
7. Slide the "S" bend for the **top silencer** over the **top collector outlet** on the **head pipe**.
8. Slide the **top silencer** onto the **top "S" bend**. Once the silencer is in position, insert **2 Supplied M8x20 Bolts** and **flat washers** in through the back of the mounting bracket. Install the supplied **M8 nyloc nuts** and **flat washers**.
9. With the **top silencer** level, tighten up the **nuts** and **bolts** for the **top silencer**.
10. Use a spring puller or long piece of electrical wire to install the supplied springs at the **Collector to "S" bend joints** and also at the **"S" bend to silencer joints**.
11. Replace all body panels and fasteners and check all areas around the exhaust system for proper clearance and alignment.

ATTENTION! Improper fuel tuning can cause damage to your engine and exhaust. HMF is not responsible for this type of damage.

Recommended Optimizer Settings: GEN 4.0 AFR+ FUEL CONTROLLER

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.

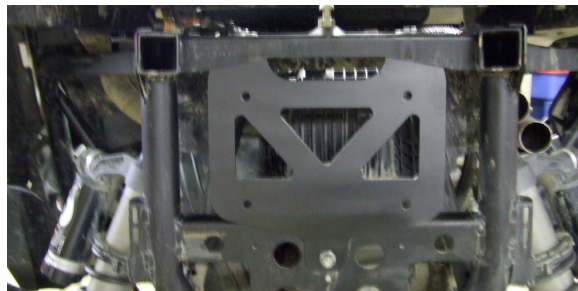


Figure 1



Figure 2



Figure 3

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