

# Can Am Commander (2014)

Installation: Slip On 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 Exhaust Removal

**Note: Bed removal is necessary when installing this exhaust system. This will require 2 people. This is an in depth installation procedure which should only be completed by qualified individuals.**

1. Tilt the bed to the dump position and disconnect the Tail Light and diff lock Wire Harness connectors (See fig. 1) and Zip Ties holding the harness to the frame. Do not cut the lower zip ties as they are reusable.
2. Brace the bed and remove the pivot pin from the top of the bed strut. Carefully lower and latch the bed.
3. Use a 13MM wrench to remove the (4) Bed Pivot Clamp Nuts. Remove the aluminum Dog Bone Plates and remove the Pivot Clamp Halves from each side.
4. With assistance from another person, unlatch the bed and remove it from the vehicle. Be careful not to lose the Upper Pivot Clamp Halves. Set the bed aside, being careful not to damage the Pivot Clamp Carriage Bolts and the Tail Light Wire Harness.
5. Use a 10MM wrench to remove the (4) Silencer Cover Bolts and remove the Silencer Cover.
6. Use a long piece of electrical wire to remove the (4) Silencer Inlet Springs. (See fig. 2)
7. Use (2) 13MM wrenches to remove the (2) Silencer Mounting Bolts. Remove the Silencer being careful not to misplace the original gasket.

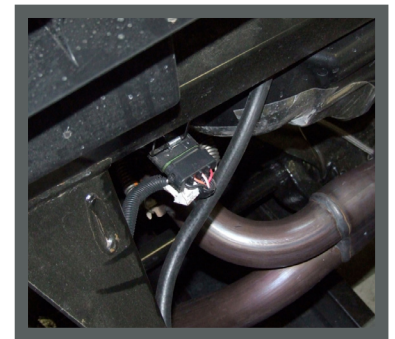


Figure 1

## HMF Dual Slip On Installation

1. Inspect the original gasket and replace if necessary.
2. Position the HMF Slip On Silencer in the original exhaust location. Use the original nuts and bolts along with (4) Supplied Fender Washers (on each side of rubber bushings) to mount the Silencer to the Frame.
3. Using a long piece of electrical wire, install the (2) Supplied Springs between the Silencer Inlet and Collector Pipe. The HMF exhaust will only require (2) springs.
4. Before replacing the bed, place the aluminum Dog Bone Plates above the Upper Pivot Clamp Halves. (See fig. 3)
5. With help from another person, replace the bed and latch. Install the Lower Pivot Clamp Halves, (4) supplied washers, and original nuts.
6. Connect the Tail Light and diff lock Wire Harness connectors and fasten with the original zip ties and supplied zip ties. Fasten the top of the bed strut to the bed.
7. Check for smooth bed movement and proper latch operation. Inspect all areas around the exhaust to ensure proper alignment and clearances.



Figure 2

## 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](http://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.

# Can Am Commander (2014)

Installation: Dual 3/4 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 Exhaust Removal

**Note: Bed removal is necessary when installing this exhaust system. This will require 2 people. This is an in depth installation procedure which should only be completed by qualified individuals.**

1. Tilt the bed to the dump position and disconnect the Tail Light and diff lock Wire Harnesses (See fig. 1) and Zip Ties holding the harness to the frame. Do not cut the lower zip ties as they are reusable.
2. Remove the top pin from the bed strut and let the strut hang out of the way.
3. Carefully lower and latch the bed. Use a 13MM wrench to remove the (4) Bed Pivot Clamp Nuts. Remove the aluminum Dog Bone Plates and remove the Pivot Clamp Halves from each side.
4. With assistance from another person, unlatch the bed and remove it from the vehicle. Be careful not to lose the Upper Pivot Clamp Halves. Set the bed aside, being careful not to damage the Pivot Clamp Carriage Bolts and the Tail Light Wire Harness.
5. Use a 10MM wrench to remove the (4) Silencer Cover Bolts and remove the Silencer Cover.
6. Use a long piece of electrical wire to remove the (4) Silencer Inlet Springs. (See fig. 2)
7. Use (2)13MM wrenches to remove the (2) Silencer Mounting Bolts. Remove the Silencer.
8. Using a long piece of wire, remove the springs holding the "Y" pipe to the front and rear head pipes. Remove the "Y" pipe hanger from the Rubber Mount and remove the "Y" pipe.
9. Inspect and replace the gaskets if necessary.
10. Remove the 4 nuts and bolts from the rear differential bracket.

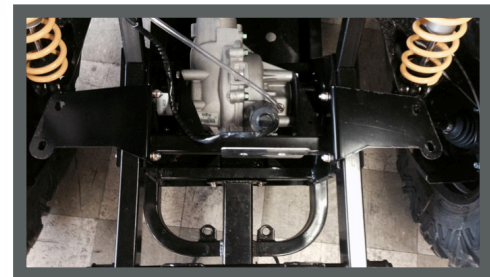


Figure 1

## HMF Dual 3/4 Installation

1. Using the supplied long allen head bolts, washers, 1/4" spacers, and the original differential brace nuts, install the silencer brackets. (See figure 1.)
2. Loosen the rear head pipe nuts at the cylinder head enough so that the head pipe can be rotated slightly. Install the X collector and J bend using a long piece of electrical wire to install the 4 supplied long neck springs. (See figure 2)
3. Install the silencers using the supplied M8x20 bolts and 1/4" washers.
4. Take time to center and align the exhaust system and adjust as necessary.
5. Be sure that the oxygen sensor bung plug is installed and tight if you are not using a wide band oxygen sensor.
6. Have another person help install the bed and pivot clamps. Install the bed strut to the bed with the original pin.
7. Use the supplied zip ties to secure the tail light harness, differential breather hose, and rear differential lock harness to the frame rail.

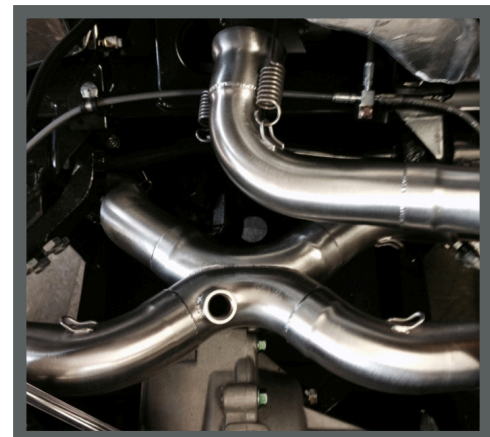


Figure 2

## Warranty Information

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