

# Arctic Cat Wildcat 1000

Installation: Dual Slip On & Single 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

1. Use a **spring puller** or a **piece of electrical wire** to remove the (4) **Head Pipe-to-Silencer Springs** and remove the **Silencer**.  
**SLIP ON ONLY** -- Remove the **Donut Gaskets** and inspect for wear or damage. Replace if necessary.
2. **Slip-on Exhaust:** Move on to installation. **HMF Full System:** Move on to step 3.
3. Remove the **Rear Skid Plate**.
4. Remove the **Torx head bolts** holding the **Front and Rear Head Pipe-to-Cylinder Heads**, and remove the **Head Pipes**.  
Inspect the **Head Pipe-to-Cylinder Head Gaskets** for wear or damage. Replace if necessary.

## HMF Dual Slip On Installation

1. Install the supplied **Silencer Bracket** to the **Silencers** using the supplied hardware. **Do not tighten** (See figure 1)
2. Install the original or replacement **Donut Gaskets** into the **Silencer Inlets**.
3. Slide the **Silencers/bracket Assembly** into the **Rubber mounting grommets** while carefully lining up the **Inlets** with the **Head Pipes**.  
**NOTE:** IT MAY BE NECESSARY TO LOOSEN HEAD PIPE NUTS TO ALLOW PROPER EXHAUST SYSTEM ALIGNMENT
4. Use a **Spring puller** or a **Long piece of electrical wire** to install (4) Supplied Springs at the **Head pipe-to-Inlet Joints**.
5. Tighten all the hardware.  
**STOP!** Inspect all the areas around the exhaust system for proper clearance and adjust if necessary.

## HMF Full System Installation

1. Inspect the **Cylinder Head-to-Head Pipe Gaskets** for wear or damage. Replace if necessary.
2. Install the **HMF Head Pipes** using the supplied **Allen bolts**. **DO NOT TIGHTEN**.
3. Slide the **HMF silencer** into the **Rubber Mounting Grommets** while lining up the **Collector** with the **Head Pipes**.  
**NOTE:** Pushing and twisting will be required. Light penetrating oil will aid in fully seating head pipes into collector.
4. Use a spring puller or long piece of electrical wire to install 2 supplied springs at head pipe to collector joints.
5. Tighten all the **Head Pipe bolts**.
6. Install the **Rear Skid Plate**.

**NOTE:** No fuel tuning was needed without an air box modification. Should you decide to make an air box modifications, or use a free flowing air filter, fuel tuning may be required.



Figure 1

### Recommended Slip On Optimizer Settings: No Optimizer Needed

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.HMFracing.com](http://www.HMFracing.com).

## 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.