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## 2003-2004 Kawasaki KFX700 EXHAUST INSTRUCTIONS

Thank you for purchasing the FMF Titanium 4 exhaust for your **03-04 KFX700**. We have spent countless hours of design work and testing to insure you receive the highest quality product on the market today.

Your Titanium 4 exhaust has been developed using the latest design, testing and manufacturing technologies. It is manufactured from military grade titanium with a stainless steel TIG welded mid pipe and Powerbomb headers, modular endcap and uses space age sound-absorbing packing material.

The Titanium 4 exhaust is designed to broaden your existing powerband and give you an all around power increase with substantial weight savings.

**Check out our website [www.fmfracing.com](http://www.fmfracing.com) for more information.**

**Please read all instructions thoroughly before installation.** Failure to follow all installation instructions completely will void any FMF warranty implied or otherwise. FMF Racing will not be held responsible for problems derived from improper installation and/or improper usage.

Before you begin installing this product, be sure you are wearing **eye protection** and gloves. You should have a complete understanding of how to remove and replace your stock exhaust. If you do not, you should have it installed by a professional mechanic. Keep all OEM parts when removing your stock exhaust, as some parts may be utilized with the FMF exhaust depending on your particular application.

PARTS SUPPLIED		TOOLS REQUIRED	
(1) Medium Strap Bracket	(1) 8mm x 65mm Bracket Bolt	12mm Wrench	Contact Cleaner
(1) Short Strap Bracket	(1) 19mm x 19mm Bracket Spacer	13mm Wrench	WD-40®
(2) Rubber Bracket Sleeves	(1) 19mm x 45mm Bracket Spacer	Vise Grip Pliers	Hi-temp Silicon
(1) 8mm x 35mm Bracket Bolt	(2) 70mm Exhaust Springs	Spring Puller Tool	

### REMOVAL *OEM = Original Equipment Manufacturer*

- 1> Loosen the OEM header clamp at the front of the muffler.
- 2> Loosen and remove the header at the front of the engine. Save the nuts and gasket as they will be re-used.
- 3> Loosen and remove the nuts from the rear exhaust flange at the rear of the engine. Save the nuts as they will be re-used.
- 4> While supporting the muffler, loosen and remove the rear OEM muffler bolts.
- 5> Gently slide the muffler and header rearward to release it from the engine. Save the exhaust port gasket as it will be re-used.

### PRE-INSTALLATION

- 6> Install the rubber sleeves onto the strap brackets so that the rubber is facing inward. Make sure the outer lip is over the bracket edge fully. No rubber should be in the area where the bracket tabs pinch together.
- 7> Clean the exhaust ports with contact cleaner.
- 8> Lightly coat the header exhaust port gaskets with high temp. silicon and insert into the front and rear exhaust ports.

## INSTALLATION

- 9> Slip the FMF mid-pipe and rear header combination into the rear exhaust port and loosely fasten using the existing nuts.
- 10> Lightly coat the portion of the front header that slips into the mid-pipe with a bead of high temp. silicon.
- 11> Slip the front header into the mid-pipe and into the front exhaust port and loosely fasten using the existing nuts.
- 12> Lightly coat the mid-pipe with a bead of high temp. silicon where the muffler inlet slips over.
- 13> With clean hands, gently slip the FMF muffler onto the mid-pipe. The FMF logo should be at 3 & 9 o'clock when looking from the rear for proper positioning.
- 14> While supporting the muffler, install the two (2) exhaust springs from the muffler to the mid-pipe using a spring puller tool. (one spring on top, one on bottom)
- 15> Slide the medium strap bracket carefully over the muffler and position it to the front mounting point. Be careful not to scratch the canister and make sure the "inside" sticker on the bracket is towards the subframe.
- 16> Using vise grip pliers, pinch the strap bracket tabs together and install the supplied 8mm x 35mm bolt with the 19mm x 19mm aluminum spacer between the subframe and the bracket. Do not fully tighten at this time.
- 17> Slide the short strap bracket carefully over the muffler and position it to the rear mounting point. Make sure the "inside" sticker on the bracket is towards the subframe.
- 18> Using vise grip pliers, pinch the strap bracket tabs together and install the supplied 8mm x 65mm bolt with the 19mm x 45mm aluminum spacer between the subframe and the bracket. Do not fully tighten at this time.
- 19> Slowly tighten all mounting fasteners and clamps to OEM specified torque specs, starting from the headers and working back. Make sure the headers and muffler are in neutral positions and not binding.
- 20> Inspect the complete exhaust to make sure the exhaust system is not in contact with the frame, shock spring, engine, body panels or any cables, hoses or wiring. The exhaust system should only be in contact with the exhaust ports and mounting points. Confirm all controls operate in accordance with the manufacturer's specifications.

## POST-INSTALLATION

- 21> Before operating your KFX700, we recommend stock jetting with the FMF exhaust or installing our FMF Power-Up jetting kit. Our sea-level, 70 degree, jetting recommendations are to be used as a guide only. There are too many variables outside of FMF's control to give you an exact configuration. If you're not capable of tuning your bike/ATV yourself, please find a mechanic in your area who is capable to take on this role. Refer to our website for more jetting information.
- 22> Start the engine and bring it up to operating temperature. Check for exhaust leaks.
- 23> Let engine cool completely and re-torque all mounting hardware to the manufacturers specifications.

## MAINTENANCE

To clean your FMF muffler, simply use soap and water when it becomes dirty. Windex® works great on the muffler canister to prevent streaking and uneven discoloration. Let the exhaust system cool before cleaning. Do not spray cold water onto a hot exhaust. Dry completely to prevent streaking.

We recommend repacking your Titanium 4 muffler after 20-30 hours of use when properly jetted. This will maintain peak performance and keep that race tone. We have various packing materials to choose from. We also recommend cleaning the spark arrestor screen (if equipped) every 30 hours of use using a wire brush gently.

To repack the muffler, remove the four (4) allen screws from the front of the muffler using a 4mm allen wrench. Do not remove the rear end-cap. Gently slide out the front mid pipe from the muffler canister. You may need to use a rubber or plastic mallet to lightly tap it out. Be careful not to damage the muffler. Unwrap the packing from the core and discard. If your muffler uses a 2 stage packing, only remove the outer layer. Wrap the core with new packing and secure with a strip of masking tape. Do not pack too tightly, as this will hamper performance and increase the sound level. Before re-installing the inner core assembly, apply a thin layer of hi-temp silicon on the front endcap where the aluminum canister slips over. Slip inner core assembly into canister making sure the perforated core fully seats in the rear endcap. Re-install the allen screws until snug or tighten 1/4 turn after the screw makes contact with the canister.

### Disclaimer

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