



“Setting the World’s  
Performance Standards”

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## SLP Single Pipe Set for Arctic Cat 900 Twin P.N. 09-901CP

1- Remove stock pipe, silencer, Y-pipe and pipe support saddle. (Retain stock mounting hardware for pipe installation.)

**NOTE:** This pipe will use the stock Y-pipe.

2- The diffuser ring in the end of the Y-pipe will need to be removed. Grind the 4 small welds at the exit end of the Y-pipe and use a hacksaw blade to cut a horizontal line in the ring so it can be removed (see illustration #1). Reinstall the stock Y-pipe.

3- **Mountain Cat:** Remove stock silencer bracket from the chain case grind the bracket for chain case clearance. (See illustration #2) Then remount to the upper rear chain case bolt that holds the recoil rope guide in place.

3A. **ZR:** Install SLP silencer support bracket (provided) to the upper rear hole in the chain case (see illustration #4) with the 1/4” bolt provided. The belly pan outlet has a metal ring that is fastened to the belly pan with three rivets. Remove inner rivet (see illustration #5) and replace with rivet head up and stem down (opposite direction of OEM rivets). Install stock vibro-insulator to SLP Bracket with 5/16” NC nut provided in kit between insulator and SLP Bracket (see illustration #4).

4- Using the stock mounting brackets install the SLP silencer and bolt to stock rubber insulators. Cover the inside top edge of the belly pan closest to the silencer with reflective heat tape provided.

5- On the right front bulk head cross member measure in 2 3/8” and down 1/2” and drill a 17/64” hole (see illustration #3). Remove the stock rubber insulator from the stock pipe support bracket and install it in the SLP pipe support bracket. Bolt in place with stock bolt and 1/2” flat washer provided (washer needs to be installed between the head of the bolt and the rubber insulator). **Note: Make sure the SLP pipe sits flat on the bracket.**

6- Set the SLP single pipe in place looking under the pipe at the MAG shock tower remove the pipe and cover the shock tower with reflective heat tape in the area closest to the pipe.

**NOTE:** For best performance we recommend that all connections be sealed with a silicone sealer such as Loctite 598 Ultra Black or equivalent.

7- Install SLP single pipe using stock gaskets and springs. Using two SLP springs connect the pipe to the SLP pipe support on each side of the pipe.

**Note: Check tightness of pipe clamps approximately every 100 miles for the first 300 miles then periodically after that.**

### **Spring Tension Adjustment:**

Spring loop adjustment is suggested for proper spring tension to prevent leakage and wear (low tension), allow adequate flex (proper tension) and prevent spring breakage (excessive tension). When system is installed the spring can be judged for proper tension. The winding spacing at the center of the spring will indicate tension. When proper the two center windings will have .040” to .050” clearance between them. This is easily tested with a feeler gage. If tension is incorrect, the loop on the pipe or silencer can be bent in the direction needed to increase or decrease tension. Attach a vise grip firmly to the loop and bend.

**Air Box Recommendation:** SLP recommends the use of an SLP High Flow Outside Draw Airbox Conversion Kit. This effectively transforms your stock intake and system will allow more cold air to reach the engine which translates into an increase in horsepower. This system also is less likely to plug when riding in deep snow.

**Spark Plug Recommendation:** BR9EYA

**IMPORTANT NOTE: CARB TUNING SPECIFICATIONS INCLUDED IN THIS SECTION ARE A BASE LINE AND SHOULD BE ADJUSTED AS NEEDED FOR YOUR PARTICULAR ATMOSPHERE. USE EXHAUST GAS TEMPERATURE GAUGES OR MONITORING PLUG AND PISTON COLOR FOR TUNING GUIDE.**

**Important Note:** Fuels containing ethanol, alcohol based fuel compounds, or clean air additives will require larger main jets, usually 2 sizes more than the SLP jetting chart. Jet Needle must be raised one "E" clip position.

**FUEL REQUIREMENT:** Minimum 91 Octane fuel

### Jetting Arctic Cat 900 Mountain Cat/ZR with SLP Single Pipe and Stock Air Box

Altitude	Temperature			
	-40 to -20°F (-40 to -29°C)	-20 to 0°F (-29 to -18°C)	0 to 20°F (-18 to -7°C)	20 to 40°F (-7 to 4°C)
	PTO/MAG	PTO/MAG	PTO/MAG	PTO/MAG
0' (0m)	480/490	470/480	460/470	450/460
2000' (610m)	450/460	440/450	430/440	420/430
4000' (1219m)	430/440	420/430	410/420	400/410
6000' (1829m)	410/420	400/410	390/400	380/390
8000' (2438m)	390/400	380/390	370/380	360/370
10,000' (3048m)	380/390	370/380	360/370	350/360
+12,000' (+3658m)	360/370	350/360	340/350	330/340

**Note:** If shelf is removed from airbox or if using an SLP Air Intake Kit, increase main jet one size from chart

Altitude	Pilot Screw	Pilot Jet	Needle Jet	Jet Needle (Mountain Cat)	Jet Needle (ZR)
0-3000' (0-915m)	1 ½ Turns	50	Fixed	9DFH2-59-4	9DFH9-59-4
3-5000' (915-1524m)	2 ½ Turns	50	Fixed	9DFH2-59-4	9DFH9-59-4
5-9000' (1524-2743m)	2 ½ Turns	50	Fixed	9DFH2-59-3	9DFH9-59-3
+9000' (+2743m)	2 ½ Turns	50	Fixed	9DFH2-59-2	9DFH9-59-2

## Arctic Cat 900 Mountain Cat with SLP Single Pipe and SLP Air Box using BoonDocker™ Performance Control Box

**Important Note:** The following information is given as a guideline only. The fuel map listed was attained using an Arctic Cat 900 Mountain Cat with SLP Single Pipe and SLP air box. Fuel used was premium 91 octane non oxygenated.

SLP recommends that you start at a richer setting than what is listed below and lean down as needed for best performance using plug color and piston wash as a guideline. Exhaust temperature gauges can also be used as a tuning aid, but due to differences in gauges, probes, probe position as well as many other engine variables you must first establish a relationship between plug color / piston wash and exhaust gas temperature.

**Fuel:** Minimum 91 octane pump fuel. Fuels containing ethanol or oxygen carrying additives will require more fuel than non oxygen carrying fuels.

### Fuel Map for Arctic Cat 900 Mountain Cat

RPM	Low	Mid	High	Trim
3000	03	00	00	00
5000	00	-10	-13	-03
6700	00	-09	-16	02
7800	00	15	23	01

## Clutching for ALL Arctic Cat 900 w/SLP Single Pipe (Using Stock Arctic Cat Clutch)

ALTITUDE		DRIVE			DRIVEN			Gear Ratio
		Spring	Cam Arm	SLP MTX Weight	Torque Bracket	SLP Overdrive Helix	Spring	
METERS (FEET)	0-900 (0-3000)	Yellow/ Green #0646-147	SLP #40-87* 74 g 3 gram rivet in outer hole	#40-87* 74 g 3 gram rivet in outer hole	55° 0648-005	#52-62/55 or #53-62/55	Red/White #3	ZR-26/41 MC- 20/41
	9-1800 (3-6000)	Yellow/ Green #0646-147	0746-634 70.5g	#40-84* 71 g 3 gram rivet in outer hole	55° 0648-005	#52-60/55 or #53-60/55	Red/White #3	19/43
	18-2700 (6-9000)	Yellow/ Green #0646-147	0746-650 67g	#40-84* 71 g no rivets	55° 0648-005	#52-60/55 or #53-60/55	Red/White #3	19/43
	27-3700 (9-12000)	Yellow/ Green #0646-147	0746-614 64g	#40-83* 68 g no rivets	55° 0648-005	#52-58/53 or #53-58/53	Red/White #3	19/43

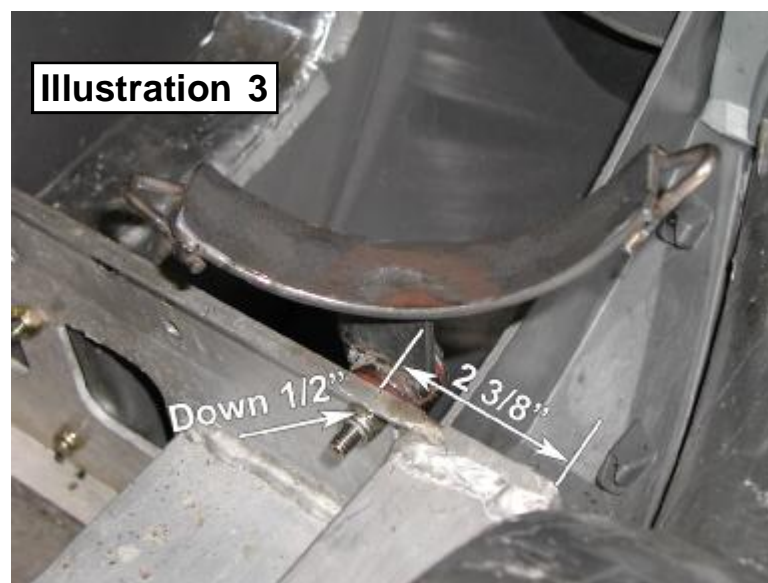
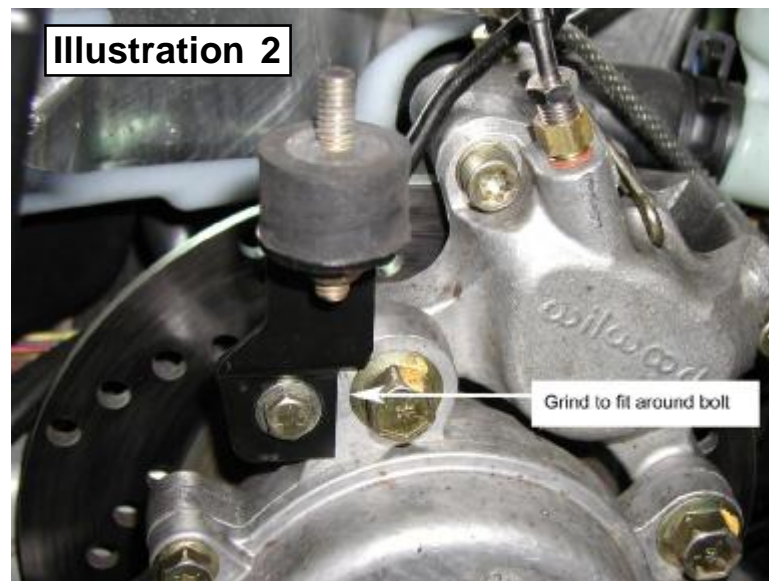
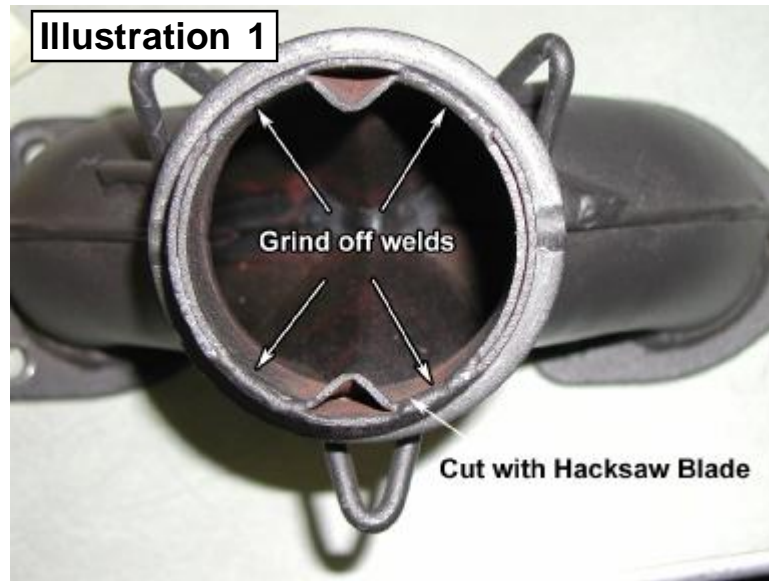
\* Clutch spyder must be reshimmed for proper belt to sheave clearance (.020" belt to sheave clearance).

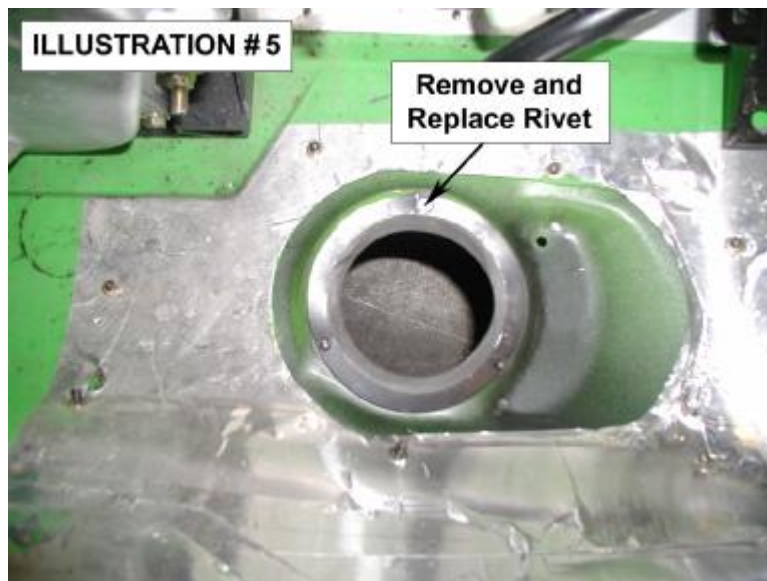
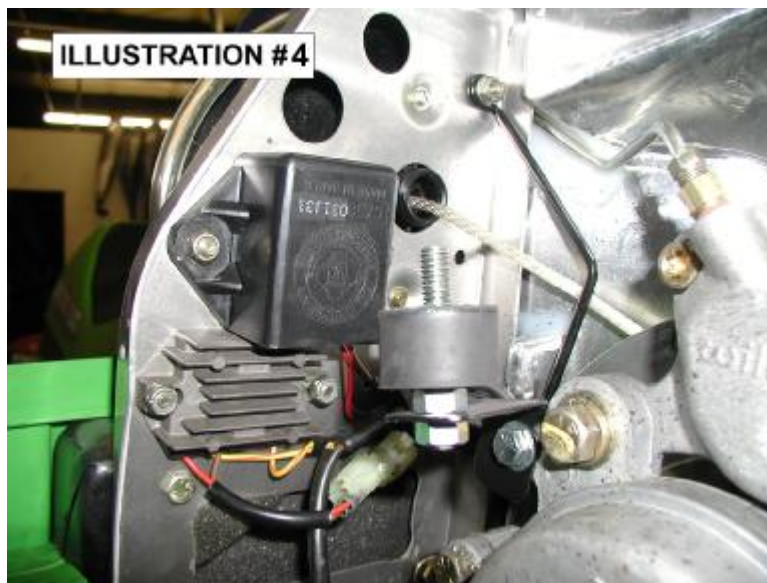
### Running RPM 7600-7900

## Clutching for ALL Arctic Cat 900 w/SLP Single Pipe and Team Industries Driven Pulley

ALTITUDE		DRIVE		TEAM INDUSTRIES DRIVEN	
		Clutch Spring	Cam Arm	Clutch Spring	Driven Helix
METERS (FEET)	0-900 (0-3000)	TBA	TBA	TBA	TBA
	900-1800 (3-6000)	Yellow/Green #0646-147	70.5 g 0746-634	Team Ind. Red/Black P.N. 50-6	Team Ind. P.N. 50-17 Set at 70/46
	18-2700 (6-9000)	Yellow/Green #0646-147	67 g 0746-650	Team Ind. Red/Black P.N. 50-6	Team Ind. P.N. 50-17 Set at 70/46
	27-3700 (9-12000)	Yellow/Green #0646-147	64 g 0746-614	Team Ind. Red/Black P.N. 50-6	Team Ind. P.N. 50-17 Set at 70/46

### Running RPM 7600-7900





### **Caring for your ceramic coated pipes and/or silencer:**

Ceramic Coating is an aluminum matrix applied to your exhaust system to provide a thermal barrier for more consistent performance. It is a coating which requires little maintenance to keep your pipes and/or silencer looking like new.

Upon completion of new installation, wipe the ceramic coated parts of the exhaust system down with brake cleaner. This will prevent oils and grease (usually in the form of fingerprints) from burning on and staining the exhaust during first initial startup.

To maintain your ceramic coated system, wash it with soap and water periodically (especially necessary after trailering it to and from your riding area on roads that have been treated with salt and other ice removing chemicals). Salt and other ice removing chemicals will attack and eat away at the ceramic coating. This will result in rust coming through the coating. Typically you will notice this rusting after your snowmobile has set for a period of time without the exhaust system being brought up to running temperature.

Periodically polish your ceramic coated pipes and/or silencer after each washing with an aluminum polish such as Mothers, Maas or Blue Magic aluminum polish that can be found at any automotive parts store. Do not use any acidic cleaners! For stubborn stains use fine 000 steel wool, then use a soft cloth with polish. Failure to maintain your ceramic coated pipes or silencer can result in damage to the ceramic coating for which there is no warranty coverage. A little care will insure that your pipes and/or silencer will continue looking like new for many years.

**Note:** In areas of the ceramic coated system where skin temperatures exceed 1300 degrees F, it is normal for the coating to turn dull gray. These areas should also be washed and polished periodically.

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