



JB01/17/23JM

“Setting the World’s Performance Standards”

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# SLP Competition Silencer for 2023-24 G5 Ski Doo 850 Summit and 2024 Xterrain RE and 2023-24 Shredder DS Part # 09-345

**Parts List:**

- 3 - 3/16” Rivets (Part #999-0054)
- 1 - Outlet Plate (Part #091-6058)
- 1 - Anti-Seize (Part #090-0146)
- 2 - Zip Ties (Part #999-5431)

- 1 - 9” Heat Sleeve (Part #09-41)
- 1 - Competition Series Silencer (Part #090-345)
- 5 - 30” Reflective Heat Tape (Part #090-31)
- 3 - Rivet Washer (Part #090-44)
- 1 - SLP Oval Sticker (Part #60-60)

**Tools List:**

- 6” Spring Hook Tool (SLP #20-90) - Rivet Gun
- 17mm End Wrench
- T-25 Torx Socket
- Scissors
- 3/16” Drill Bit
- 10mm Socket (1/4” Drive)
- 6” 1/4” Drive Extension
- 1/4” Drive Ratchet

**Step 1:** Remove the right hand side panel. Remove the 4 hood to chassis fastening screws using a T-25 torx socket and ratchet and remove hood (retain all hardware).

**Step 2:** Carefully remove the silencer heat mats (retain heat mats).  
**NOTE:** The front of the lower mat is held in place on a plastic stud located on the shock tower.

**Step 3:** Disconnect silencer EGT probe from the wiring harness connection.

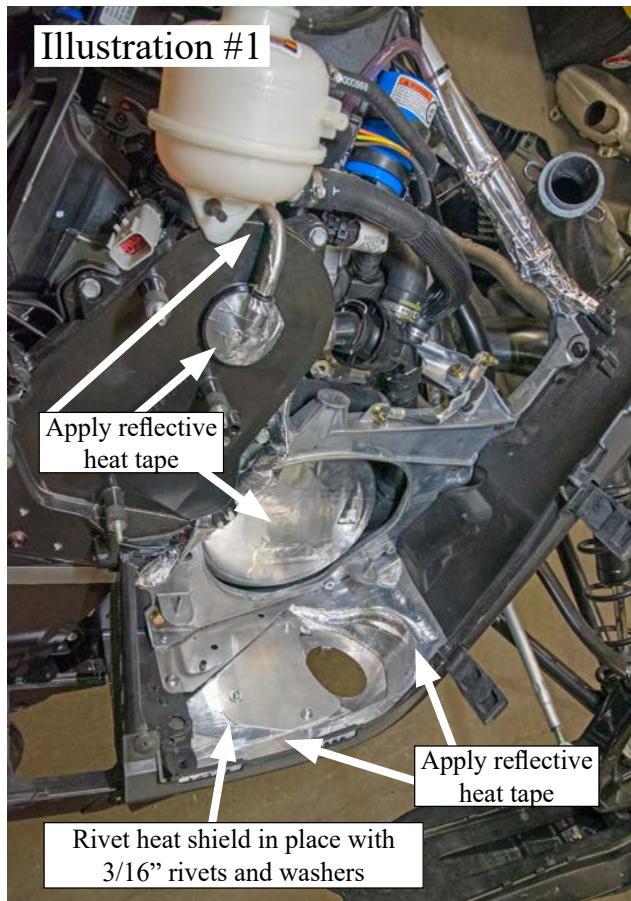
**Step 4:** Remove stock pipe to silencer heat shield.

**Step 5:** Remove springs holding pipe to silencer.

**Step 6:** Remove silencer hold down bolt and spring using a 10mm socket and ratchet. Remove silencer from the chassis (retain all hardware).

**Step 7:** Using a 17mm wrench, remove the EGT probe from the stock silencer.

**Step 8:** Remove one of the lower rubber support dampers from the stock silencer and install it in the lower SLP silencer support bracket.



**Step 9:** Cover the belly pan area in front of and to the side of the outlet with reflective heat tape. (see Illustration #1).

**Step 10:** Roll the sled onto its left side. Using a 3/16" drill bit, remove the 3 stock rivets holding the inner outlet plate. Install outer outlet plate from the bottom of sled into the outlet hole with the alignment tangs down. This is done easiest with the outlet plate perpendicular to the hole. Insert it into the outlet hole one notched side at a time (the front of the outlet plate will be on the inside of the belly pan) (see Illustration #2). Then rotate it so the plate is flat against the bottom of the belly pan and the front of the outlet plate matches the inside of the bellypan shape and the 3 rivet holes are aligned (see Illustration #3). **Do not** rivet into place at this time. **NOTE:** The tangs that protrude down from the outlet plate will position and center the silencer outlet in the outlet hole once the silencer is installed.

**Step 11:** Install the stock inner outlet plate on the inside of the belly pan. Using the 3/16" rivets and rivet washers (provided), fasten the outlet plates by riveting from the bottom of the belly pan, through the outer outlet plate, belly pan and the inner outlet plate using the rivet washers on top of the inner outlet plate (see Illustration #1).

**Step 12:** Apply heat tape to the front and side of the SHOT in the area closest to the silencer as well as the recoil housing, chaincase fill cap and tube (see Illustration #4).

**Step 13:** Disconnect speedometer wire plug. Cut the supplied insulated heat sleeve in half. Slide one half of the insulated heat sleeve up the speedometer wires and one half down the speedometer wires. Reconnect plug and straighten the insulated sleeve so that it covers the speedometer wires completely (see illustration #5). Use zip ties or the stock chaincase clip to tie wires to the chaincase. Apply heat tape to the recoil housing, chaincase fill cap and tube (see Illustration #1). **NOTE:** To remove lower speedometer wire connector from the chaincase clip, lift out on the top tab of the clip and slide connector up.

**Step 14:** Heat tape upper frame support. This support has overflow lines running down it (see Illustration #6). Rotate overflow lines to the lower side of the frame support before applying heat tape.

**Step 15:** Remove stock upper rubber damper and metal stem from stock silencer and re-install onto SLP Silencer.

**Step 16:** Install SLP Silencer into the sled using the stock 6mm bolt, torque to 7 Nm (62 lb-in), with spring in the upper mount and stock springs from the pipe to the silencer.

**NOTE:** Use anti-seize on silencer probe and torque to 45 Nm (33 lbs-ft).

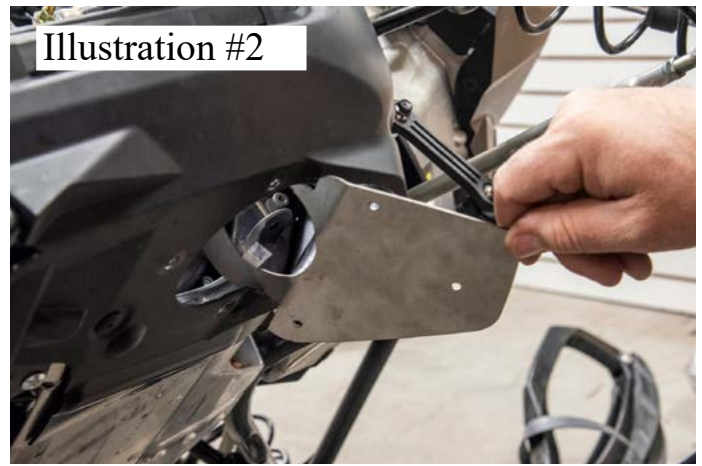


Illustration #2



Illustration #3



Illustration #4

Apply reflective heat tape to SHOT

**Step 17:** Remove the silencer probe connector from the chaincase. Cut the rear locating tab off of the white connector clip (see Illustration #7). Reinstall the probe connector into the chaincase in the stock position. The removal of the tab will allow the connector to rotate for routing purposes. Route silencer EGT probe wire along top edge of chaincase. The wire will go inside SHOT start wire loop and inside the chaincase breather (see Illustration #8). Connect the probe wire connector.

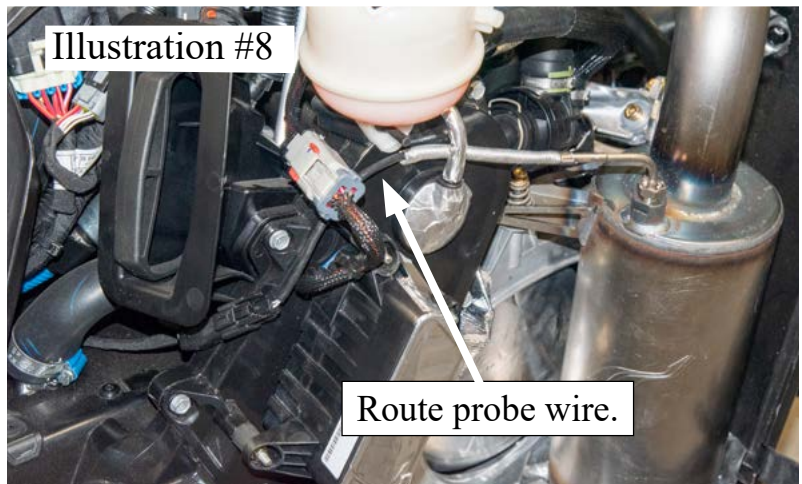
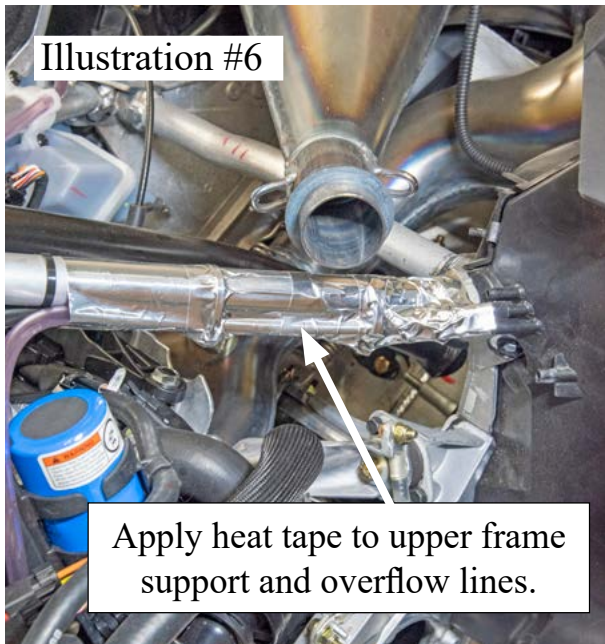
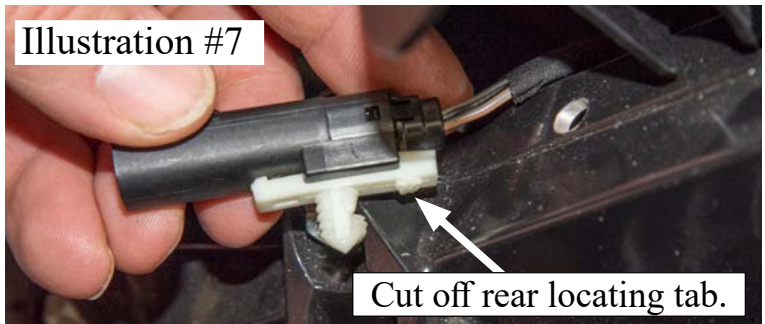
**Step 18:** Re-install silencer heat mats, hood and side panel.  
**NOTE:** You must re-install silencer heat mats, failure to do so may result in heat damage to the side panel.

**If the sled is held wide open or ridden hard, especially in deep snow for an extended period of time. Make sure to brush snow off of the vents when you stop to allow hot air to escape. In extreme conditions it is a good idea to stop and open the side panels to let heat out periodically. SLP will not warranty heat damaged components.**

**For additional heat protection in severe conditions, the stock pipe to silencer heat shield and fiberglass insulation can be used.**

**Fuel Recommendation:** 91 octane. This is the stock octane recommendation. Using lower octane fuel will result in detonation, which the ECU automatically detects and is programmed to protect the engine which causes higher exhaust temperatures. Low octane fuel also results in lower performance.

Illustration #5



## 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.