



JB12/09/22JM

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Performance Standards”

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SLP Lightweight Silencer for 2023-24 Ski Doo 850 G5 Summit Turbo Part # 09-346

Parts List:

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| 3 - 30” Reflective Heat Tape (Part #090-31) | 1 - 11” EGT Extension Cable (Part #090-35) |
| 3 - 3/16” Rivets (Part #999-0054) | 1 - Cable Tie (Part #999-5431) |
| 2 - Rivet Washers (Part #090-44) | 1 - Anti-Seize (Part #090-0146) |
| 1 - Outlet Plate (Part #091-6058) | 1 - Lightweight Silencer (Part #090-346) |
| 1 - Spring Tab (Part #090-697) | 1 - Medium Spring (Part #090-47) |
| | 1 - Instruction Sheet (Part #015-09346) |

Tools List:

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|--|----------------------------|
| - 6” Spring Hook Tool (SLP #20-90) | - 10 mm socket and ratchet |
| - 17mm End Wrench | - T-25 Torx Socket |
| - Stubby 10mm Ratcheting End Wrench
or 10mm 1/4” drive universal joint socket and ratchet | - Rivet Gun |
| - Phillips Screw Driver | - Scissors |

Step 1: Remove the right hand side panel, left hand oil access panel and clutch cover/side panel. Loosen the hose clamp that connects the hood to the air intake. 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.

NOTE: The front of the lower mat is held in place on a plastic stud located on the shock tower.

Step 3: Using a spring hook tool, remove the springs holding the silencer inlet tube to the silencer (retain springs).

Step 4: Remove the springs and clamps holding the heat shield on turbo outlet/silencer inlet tube. Remove the heat shield (retain all hardware and heat shields).

Step 5: Remove the bolts from the turbo outlet/silencer inlet tube using a 10 mm socket and ratchet or end wrench (retain bolts).

NOTE: The two inner lower bolts only need to be loosened, not removed, as the mounting plate is slotted. These two bolts will need to be loosened using a stubby 10mm ratcheting end wrench or a short thin wall 10mm 1/4” drive universal joint socket.

Step 6: Remove the 10mm bolt and spring holding the back of the stock silencer to the chassis.

Step 7: Disconnect silencer EGT probe from the wiring harness connection.

Step 8: Remove the silencer from the chassis.

Step 9: Using a 17mm wrench, remove the EGT probe from the stock silencer.

Step 10: Remove one of the lower rubber support dampers from the stock silencer and install it in the lower SLP silencer support bracket.

Step 11: Cover the belly pan area in front of and to the side of the outlet with reflective heat tape. (see Illustration #1).

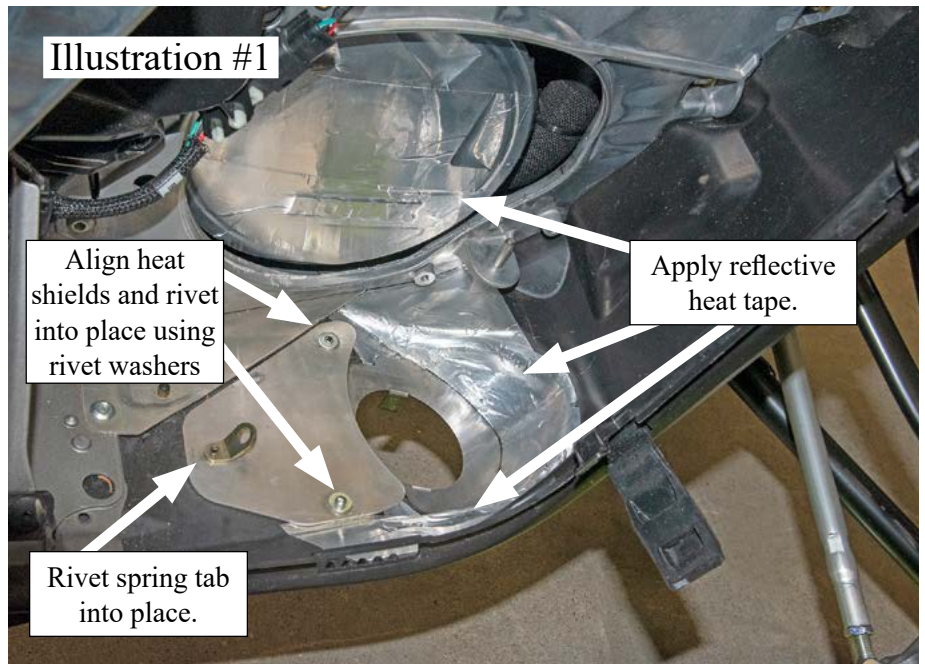
Step 12: Roll the sled onto its left side. Using a 3/16" drill bit, remove the 3 stock rivets holding the inner outlet plate. Install outer outlet plate from the bottom of sled into the outlet hole with the alignment tangs down. This is done easiest with the outlet plate perpendicular to the hole. Insert 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 13: Install the stock inner outlet plate on the inside of the belly pan. Using two of the 3/16" rivets and rivet washers (provided) in the front two holes, 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. Install the spring tab (Part #090-697) to the rear hole of the outlet plates using a 3/16" rivet provided (see illustration #1).

Step 14: 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 15: Using anti-seize (provided) on the threads of the EGT probe, install it into the bottom of the SLP Silencer and position as shown in Illustration #5. Torque to 45 Nm (33 lbs-ft).

Step 17: Install SLP Lightweight Silencer into the sled making sure the rubber damper is engaged into the front mounting stud location.



Step 18: Plug EGT probe extension cable into the probe. Check wire routing for ample clearance from the silencer and secure to footwell using cable tie provided (see illustration #6).

Step 19: Re-install turbo outlet/silencer inlet tube by sliding it onto the inner lower two bolts of the turbo housing and replacing the remaining bolts. Make sure the metal gasket is in place.

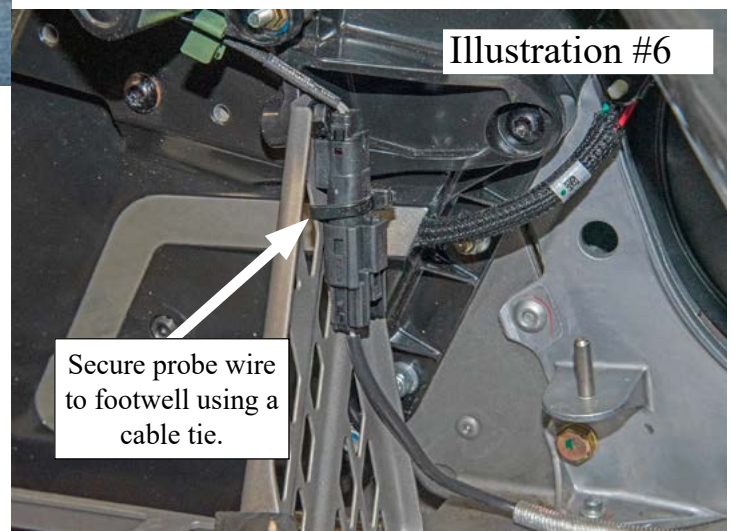
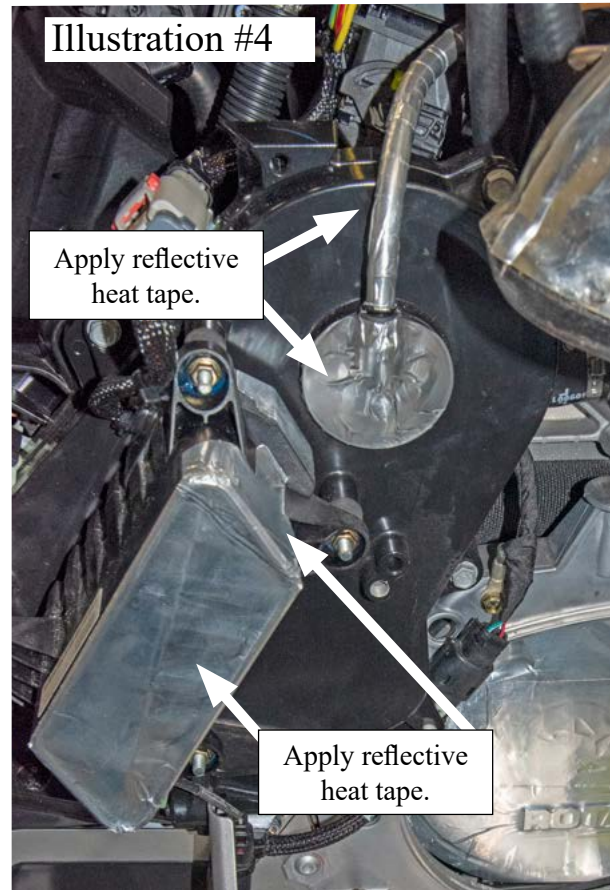
Step 20: Re-install turbo outlet/silencer inlet tube heat shield using the stock springs and clamps.

Step 21: Make sure the stock grafoil seal is in place on the silencer inlet tube. Spring the silencer to the silencer inlet tube using the stock springs.

Step 22: 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.

Turbos generate heat. When the sled is held wide open or ridden hard, especially in deep snow or high load conditions, it is a good idea to wipe the snow off of the hood vents and open the side panels to let the heat out when you stop.



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.