



JB10/10/23AR

015-09351

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743 East Iona Road, Idaho Falls, ID 83401, (208) 529-0244 Fax (208) 529-9000

SLP Competition Silencer for 2022-24 Polaris Matryx Boost Models Part # 09-351

Parts List:

- 2 - Short Spring (#090-40)
- 1 - 8 x 1.25 x 20mm 8.8 Bolt (#999-8242)
- 1 - Spring Clip (#090-697)
- 2 - Orange Damper (#998-5415)
- 1 - Fender Washer (#999-0106)
- 1 - 1/4 -20 Mechanical Locking Nut (#999-3031)

- 1 - Bypass Tube (#090-3513)
- 1 - Lightweight Silencer (#090-3401)
- 1 - EGT Probe Eliminator (#090-38)
- 2 - 30” Reflective Heat Tape (#090-31)

Tool / Supplies List:

- 1/4” Drive Ratchet
- 1/4” Drive 10mm Deep Well Socket
- Spring Hook Tool
- Flat Screwdriver

- 1/4” Drive 7/16” Socket
- 13mm Socket or Wrench
- Torque Wrench (Inch Pounds)
- Ultra-Black Silicone
- Blue Thread Lock

Step 1: Remove side panels and hood.

Step 2: Remove the exhaust springs connecting the bypass tube to the pipe.

Step 3: Using a 10mm deep well socket and ratchet loosen the V-band clamp attaching the bypass tube to the silencer.

Step 4: Pull top of the bypass tube away from pipe and lift up on it to remove it from the silencer.

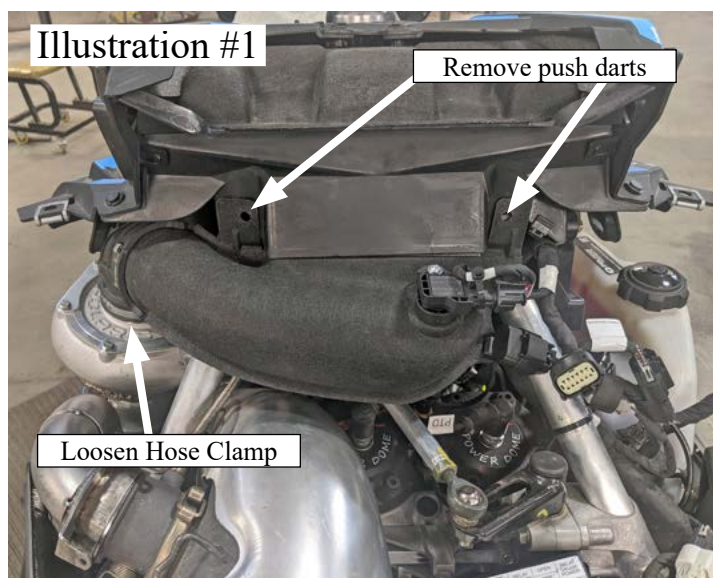
Step 5: Remove two plastic push darts that connect the upper intake to the turbo inlet tube (see illustration #1).

Step 6: Loosen the hose clamp that connects the turbo inlet tube to the turbo (see illustration #1).

Step 7: Lift the turbo inlet tube off of the turbo and slide it out of the upper intake. Swing the turbo intake tube over the PTO side of the sled.

Step 8: Loosen the V-band clamp that connects the turbo to the silencer.

Step 9: Remove the four exhaust springs that connect the pipe to the turbo.



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Step 10: Remove the pipe hold down spring located at the back of the bumper.

Step 11: Rotate the pipe forward in the chassis in order to disconnect it from the turbo.

Step 12: Remove the V-band clamp holding the turbo to silencer.
Note: Once the V-band clamp has been loosened and released, lift up on the turbo to remove the V-band clamp.

Step 13: Remove the silencer hold down spring located on the inboard side of the silencer below and behind the turbo.

Step 14: Clip the zip tie holding the extra probe wire to the silencer probe connector. Disconnect the silencer probe connector.

Step 15: Pull silencer probe wire from inside of the chassis and lay it on top of the silencer so it doesn't catch on anything during silencer removal.

Step 16: While lifting the turbo up and back, lift up on silencer to disengage the silencer mounting stud and let the top of the silencer tip towards the outside of the sled.

Step 17: Lift the silencer out.

Installation

Step 1: Apply heat tape to the shock tower, starting at the hard body line just below the hood clip and continue back to the area behind the exhaust outlet as shown in illustration #2.

Step 2: Make sure the stock stainless steel mesh vibro insulator is in place on the silencer holding stud and the stock rubber isolator is in place on the bulkhead (lower silencer mount).

Step 3: Lift the turbo up and back and set the SLP silencer into place making sure it engages in the stock silencer stud/stainless mesh vibro insulator. Make sure the lower silencer mount is resting properly on the stock rubber isolator. **NOTE:** Using Ultra-Black Silicone, seal the silencer outlet to the bellypan.

Step 4: Using stock V-band clamp, secure turbo to SLP Silencer. Torque to 53 **in-lbs** (6 N·m).

Step 5: Install spring clip onto bulkhead in the open threaded hole on the right side of the bulkhead with supplied 8 x 1.25 x 20mm bolt with a dab of blue thread lock. Rotate it to the 1 o'clock position (see illustration #3).

Step 6: Using stock hold down spring (black color), spring silencer to spring clip (see illustration #3).

Step 7: Place one orange damper onto the SLP main silencer bracket bolt making sure it is fully seated against the bracket.



Set SLP bypass tube into the silencer bell making sure grafoil gasket is in place and engage onto SLP main silencer bracket bolt. Place second orange damper and fender washer on bolt and tighten supplied 1/4 - 20 mechanical locking nut until it puts a small amount of friction on the fender washer (see illustration #4).

Step 8: Spring the pipe to turbo using four stock springs (silver in color). Make sure stock grafoil seal is in place and is in good shape. Spring center of pipe to the chassis using a stock black spring (stock position).

Step 9: Spring bottom of SLP bypass tube in place using two supplied springs.

Step 10: Spring SLP bypass tube to pipe (using the stock springs, silver in color).

Step 11: Square bypass tube up on the grafoil seals then tighten mechanical locking nut one full turn more to pre-load the fender washer/orange dampers. **NOTE:** This orange damper to SLP bypass silencer connection is designed to float as the grafoil seal wear into the bell.

Step 12: Plug the supplied EGT probe eliminator plug into the stock EGT probe connector in the wiring harness.

Step 13: Reinstall the turbo inlet tube to turbo making sure the upper intake engages into the lower intake. Reinstall the push darts holding the lower intake in place. Tighten the hose clamp to secure the turbo intake to the turbo.

Step 14: Check SLP Bypass Tube clearance to the right hand side panel.

Note: This is easily done by setting the side panel in place and engaging the mounting clips without the hood on the sled. There must be a minimum 1/4" of clearance between the SLP Bypass Tube and the side panel.

Step 15: Using Ultra-Black Silicone, run a bead of silicone across the coils of each exhaust spring.

Step 16: Reinstall hood and side panels.

