



“Setting the World’s
Performance Standards”

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

SLP PART# 09-8019

ATTENTION DEALER

**PLEASE PROVIDE YOUR CUSTOMER WITH
THE INSTALLATION AND INSTRUCTION
DATA THAT IS SUPPLIED IN THIS PACKET
FOR THIS PRODUCT.**

Before you begin, please read the following:

The information contained in the instruction sheet supplied with this product is intended to provide complete setup and tuning specifications needed to have successful installation. It also acts as a reference guide for future tuning for altitude and temperature differentials. Varying from these standards can reduce performance and/or dependability.

**If you are experiencing difficulty after completely following the setup instructions, SLP technical assistance is available online at the SLP website:
www.startinglineproducts.com
or by phone at 208-524-3397**

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SLP Single Pipe Set for 2018-19 Arctic Cat 8000 P.N. 09-8019

Parts List:

- | | |
|---|--|
| 1 - Silencer (#090-80192) | 1 - Grafoil Seal (#090-747) |
| 1 - Y-Pipe (#090-80180) | 1 - Anti-Seize (#090-0146) |
| 1 - Single Pipe (#090-8019) | 2 - 3/16” Rivets (#999-0135) |
| 4 - 30” Reflective Heat Tape (#090-31) | 1 - Canister Support Bracket (#091-5156) |
| 1 - 91 Octane Fuel Recommend Sticker (#60-38) | |

Read instructions carefully and completely before attempting installation.

Note: Do not remove banding placed on the mid section of the pipe. It has been placed there to improve performance, reliability, and reduce noise emissions. Check tightness every 100 miles for the first 300 miles and periodically thereafter.

1. Remove hood and side panels from the sled. Carefully remove EGT probe from pipe. Remove stock pipe, silencer, y-pipe, aluminum heat shield and **rubber support on clutch cover**. (Retain stock springs, gaskets and rubber silencer supports for pipe installation.)
2. Apply heat tape to the concaved area on the bottom of the hood, then cover with reflective heat tape (see illustration #1).
4. Apply reflective heat tape to the upper portion of the gas tank that is not covered by OEM reflective tape (see illustration #2). Apply reflective heat tape to the upper front side shock tower (see illustration #3).
6. Install Power Commander V Fuel Control Box onto the top side of the air box.
7. Bend the OEM aluminum heat shield so that it is as close to the chassis cross bar as possible for y-pipe clearance. Bend the area around the wire loom up so that the aluminum heat shield will not pinch or cut wires. Then reinstall heat shield.
8. On the front inside of the belly pan plate remove the 2 inside rivets holding the exhaust deflector in place (see illustration 4&5). Using the provided rivets, rivet the canister support bracket in place. Make sure the spring tab is pointing up and is towards the front of the belly pan. (see illustration #6)
9. Install OEM rubber silencer supports onto SLP Silencer and install it into the snowmobile.
NOTE: Spring into place using the stock short springs on the rear of silencer and on the front.
11. Install SLP y-pipe (with it angled downward). Use the SLP Exhaust Flange Gasket. Apply a light coating of high temp silicone sealer such as Permatex® Ultra Black® (PX#82180) or Loctite® RTV Silicone 598™ to both sides of the gasket to promote a good seal.

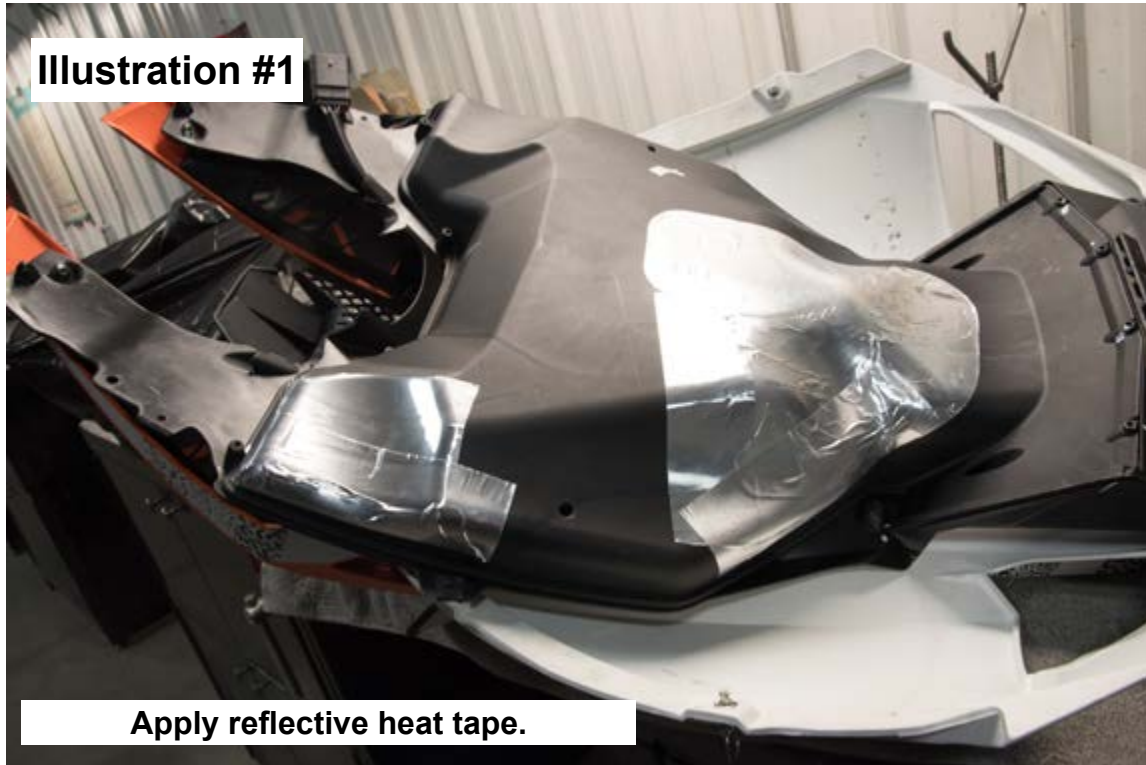
Hint: For easier installation of Y-pipe use a 10mm swivel socket and a long extension.

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10. Install SLP pipe using OEM grafoil seal for y-pipe to pipe and the supplied grafoil seal for pipe to silencer connection, and spring it into place using OEM springs. Using supplied packet of anti-seize, coat threads of the exhaust temperature probe and re-install, torquing to 12 - 15 ft/lbs. It is very important to use anti-seize, and make sure not to overtighten the probe nut. Failure to follow these guidelines can cause damage to the probe during installation.

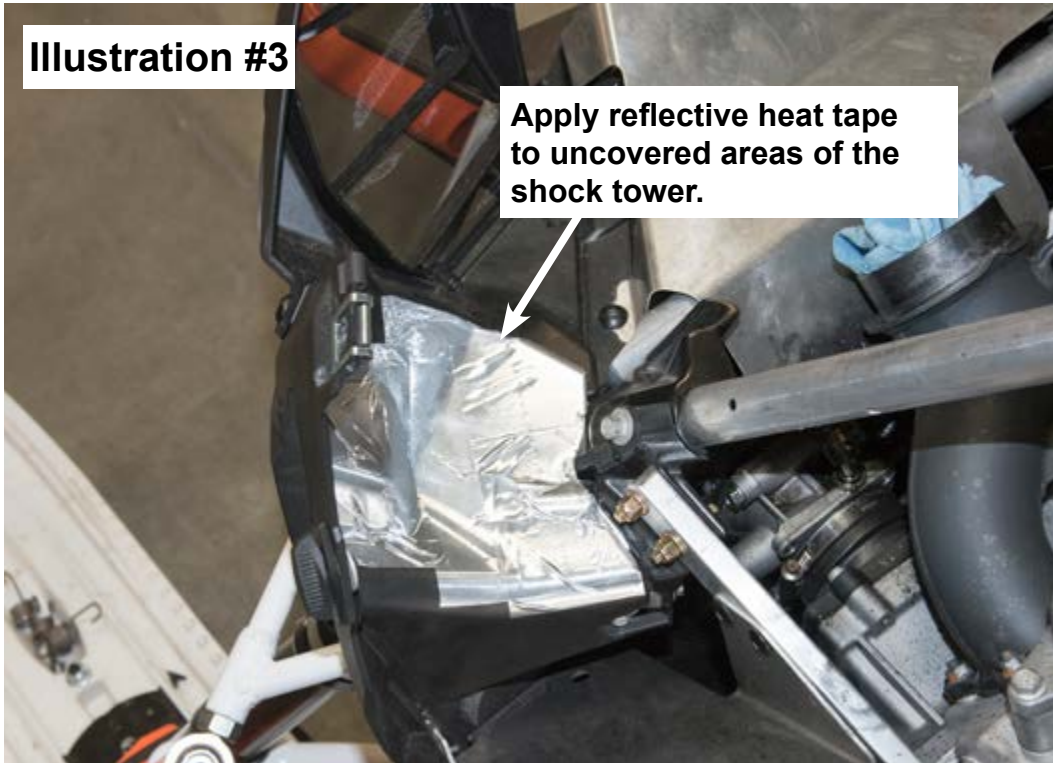
11. Reinstall hood and side panels.

NOTE: Check for pipe to hood clearance, there should be at least 1/8" of clearance.



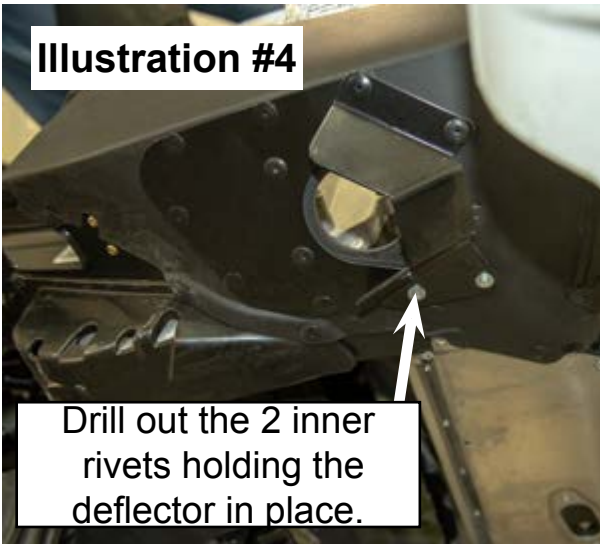
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Illustration #3



Apply reflective heat tape to uncovered areas of the shock tower.

Illustration #4



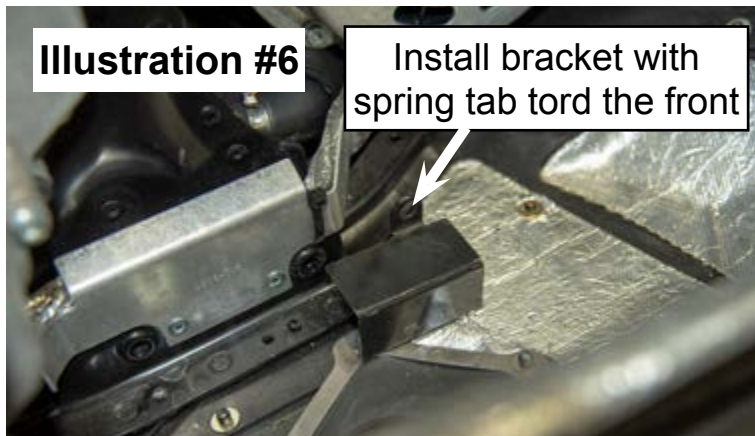
Drill out the 2 inner rivets holding the deflector in place.

Drill out the 2 inner rivets holding the deflector in place.



Illustration #5

Illustration #6



Install bracket with spring tab toward the front

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.

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.

2018-19 Arctic Cat 800 EFI with SLP Single Pipe Set

Fuel Control Box Requirement: Must use SLP pre-programmed Power Commander PC V. SLP Part #70-128 with SLP Part # 70-268 (if using non ethanol fuel) or #70-269 (if using ethanol fuel) fuel map. This pre-programmed fuel map is compatible with the SLP Single Pipe. Other modifications including but not limited to: head modifications, increased timing, cylinder porting or intake modifications other than SLP High Flow™ Intake Kit in addition to the pipe may require a different fuel map.

Fuel Requirement: Minimum 91 octane pump fuel.

NOTE: Within the parts kit of this pipe set you will find a "Minimum 91 Octane Recommended" sticker. We recommend placing this sticker on or around the fuel cap as a friendly reminder.

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Clutching for 2018-19 Arctic Cat F8, XF-8 and ZR8000 EFI with SLP Single Pipe Set

Clutching not yet available for this model. Information will be released as soon as it is available. For more information contact Starting Line Products at (208)529-0244 or email slptech@slp.cc.

Clutching for 2018-19 Arctic Cat M-8 EFI with SLP Single Pipe Set using TEAM BOSS Secondary Clutch and SLP Magnum Force™ Clutch Weights

Altitude (feet)	Drive Clutch		Driven Clutch		
	Clutch Spring	SLP Magnum Force™ Shift Weight	Clutch Spring	Driven Helix	
				Good	Better
0-2000'	SLP Green / Silver SLP# 40-72	SLP Magnum Force™ SLP #40-152 7 set screws 1 lock set	Stock 180/240	48° Straight (Stock)	N / A
2000-4000'	SLP Green / Silver SLP# 40-72	SLP Magnum Force™ SLP #40-152 6 set screws 1 lock set	Stock 180/240	48° Straight (Stock)	N / A
4000-6000'	SLP Green / Silver SLP# 40-72	SLP Magnum Force™ SLP #40-152 5 set screws 1 lock set	Stock 180/240	48° Straight (Stock)	N / A
6000-8000'	SLP Green / Pink SLP# 40-77	SLP Magnum Force™ SLP #40-152 2 set screws 1 lock set	SLP #50-138 200/280	48° Straight (Stock)	46° SLP #52-102
8000-10000'	SLP Green / Pink SLP# 40-77	SLP Magnum Force™ SLP #40-152 1 set screws 1 lock set	SLP #50-138 200/280	48° Straight (Stock)	46° SLP #52-102
10000 ft	SLP Green / Pink SLP# 40-77	SLP Magnum Force™ SLP #40-152 Empty	SLP #50-138 200/280	48° Straight (Stock)	46° SLP #52-102

Running RPM 8250-8450

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Oil Recommendation: For best performance and dependability on the 800 be sure to run very high quality oil like Red Line full synthetic Racing oil which is the first choice. The second choice would be the Polaris “VES Gold Plus” oil that we understand is good. No other oils are recommended.

Octane: Minimum 91 octane pump fuel.

Premium/Ethanol Gauge Setting: Make sure the gauge is set properly for ethanol or non-ethanol fuel. For instructions see the inside of the left side panel.

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 inspected 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.

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