



*“Setting the World’s
Performance Standards”*

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

SLP PART# 09-805

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 Part # 09-805 for 2018-20 Polaris 800 Axys Models

Parts List:

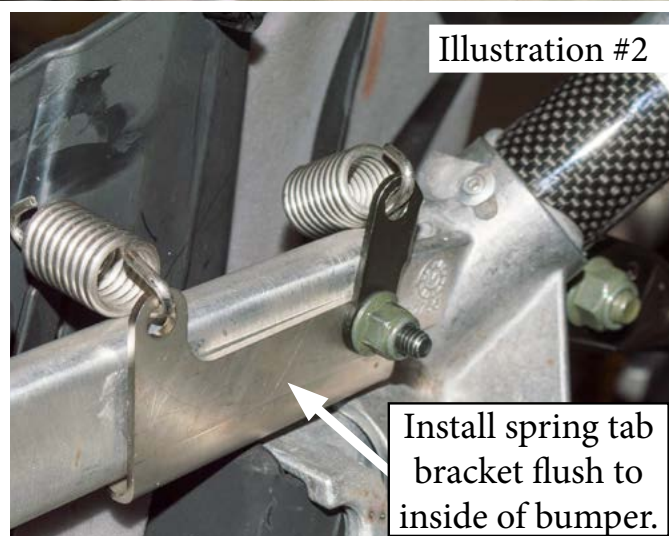
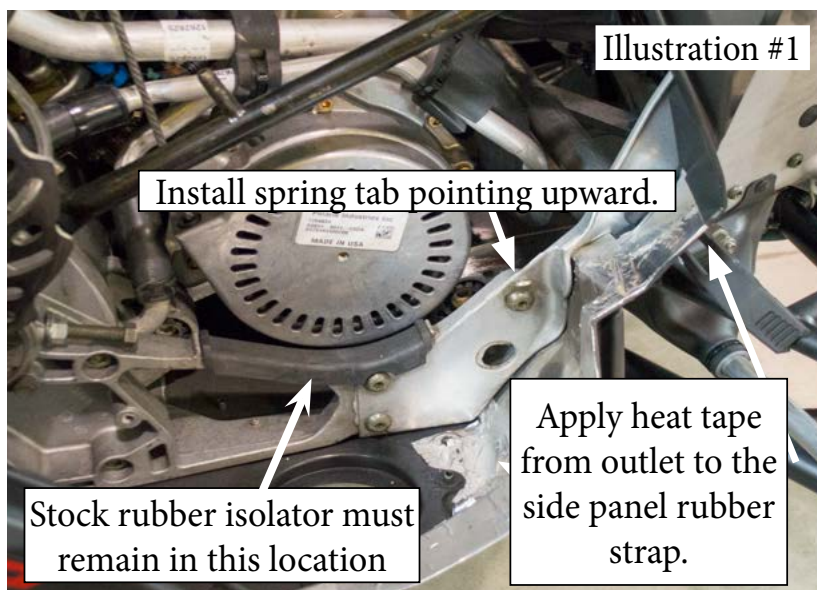
1 - SLP Pipe (#090-8011)	1 - Spring Tab (#090-697)	1 - 7” Insulated Heat Tape (#090-29)
1 - SLP Silencer (#090-322)	2 - Short Spring (#090-40)	1 - Anti-Seize Packet (#090-0146)
2 - 30” Heat Tape (#090-31)	1 - SLP Oval Sticker (#60-60)	1 - Instruction Sheet (#015-09805)
1 - Silicone Outlet Seal (#091-4095)	1 - Spring Tab Bracket (#092-0455)	1 - 8” Cable Tie (#999-5431)
2 - Cooker Mount Spring (#090-49)	1 - 91 Octane Sticker (#60-38)	

Tool Recommendation: For easiest removal and installation of y-pipe to pipe springs use SLP Spring Hook Tools (#20-210 and 20-89). Use #20-210 (12”) Spring Hook Tool for removing/installing the upper y-pipe springs and #20-89 (4”) for removing and installing the lower y-pipe springs. Remove/install lower y-pipe springs by going in from the silencer side.

Installation Instructions:

1. Carefully remove EGT probe from pipe. Remove stock exhaust pipe and silencer (retain OEM springs, all rubber dampeners, grafoil seals and gaskets for pipe installation or replace if needed). **Note:** *The stock springs holding Y-pipe to pipe are a darker color and must be re-used on the Y-pipe to pipe connection.*

2. Remove the front upper bolt on the bulkhead (see illustration #2). Slide the supplied spring tab onto the bolt and re-install with the spring hook pointing straight up.



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3. Remove the locknut and stock spring tab from the upper right rear front bumper mount (see illustration #2) and install supplied spring tab bracket. The bracket should be flush to the engine side of the front bumper and the bend of the bracket should be flush with the underside of the bumper (see illustration #2). Re-install stock spring tab pointing up and locknut.

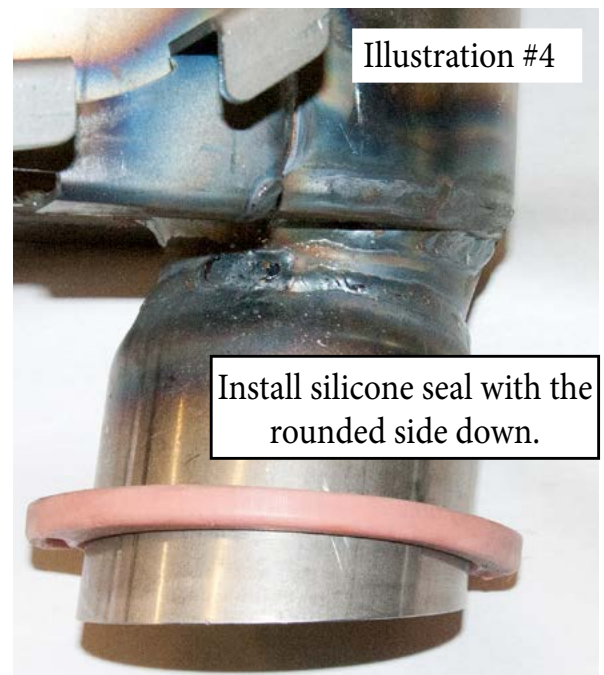
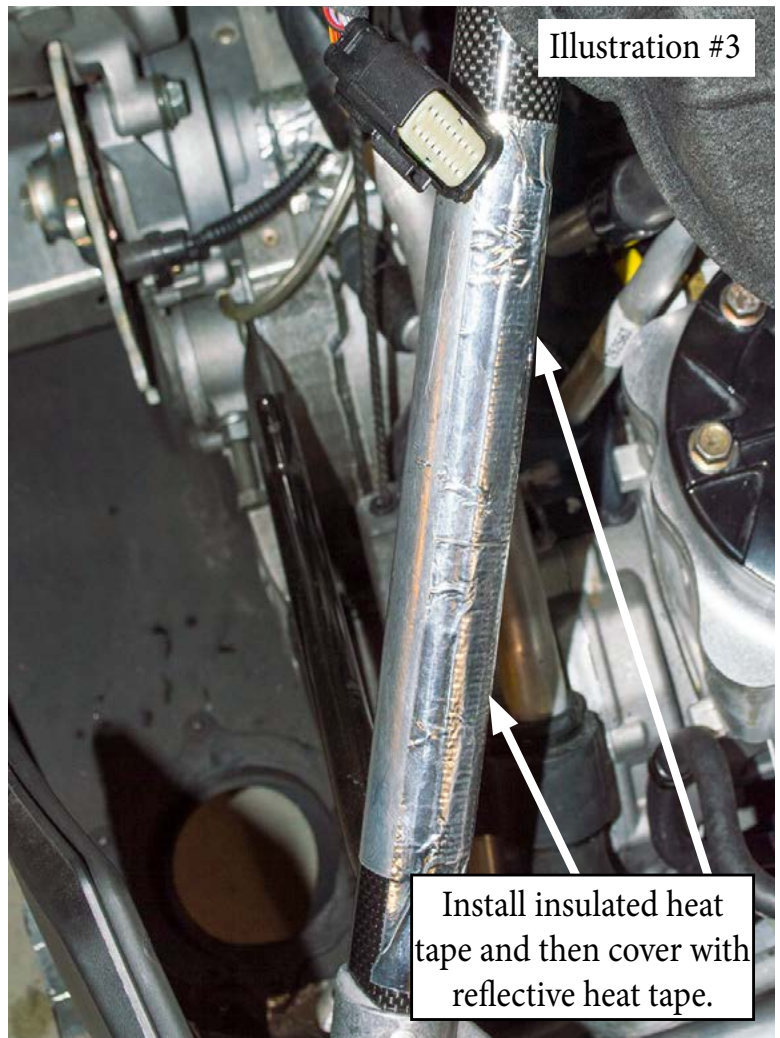
4. Install heat tape from the silencer outlet forward to the rubber strap for the side panel (see illustration #1).

5. Apply 7" strip of insulated heat tape onto the engine side of right right hand cross member that goes from shock tower to the steering support. Cover the insulated heat tape with a strip of reflective heat tape (see illustration #3).

Note: Make sure the rubber isolator remains on the lower bulkhead silencer mounting location. (see illustration #1)

6. Install stock rubber vibro support onto SLP Pipe. Install SLP pipe to stock y-pipe using stock grafoil seal and stock dark springs that were removed from this junction. Install stock grafoil seal on pipe outlet.

7. Install SLP Silicone Outlet Ring onto the outlet of the silencer. Install silencer into sled aligning the silicone seal so that it insets into the stock outlet rubber with rounded edge down (see illustration #4). Use the two short stock springs to spring the pipe to the silencer (see illustration #5). Use one short stock spring to spring the bottom of the silencer to the spring tab installed in step 2. Use the long stock spring that hooks around the chassis support to spring to the top of the silencer. Use 2 short supplied springs to spring the pipe to the stock spring tab and the SLP pipe spring bracket (see illustration #6).



Note: When installing the silencer, the top of the silencer will need to be tipped towards the outside of the snowmobile as it is slid into the outlet and silencer support bracket. After silencer is installed check under the sled to make sure SLP outlet seal and stock rubber seal are not over the outlet of the silencer. **Apply a high temp silicone sealer such as Permatex® UltraBlack® (PX#82180) or Loctite® RTV Silicone 598™ to glue silicone seal to silencer and stock outlet.**

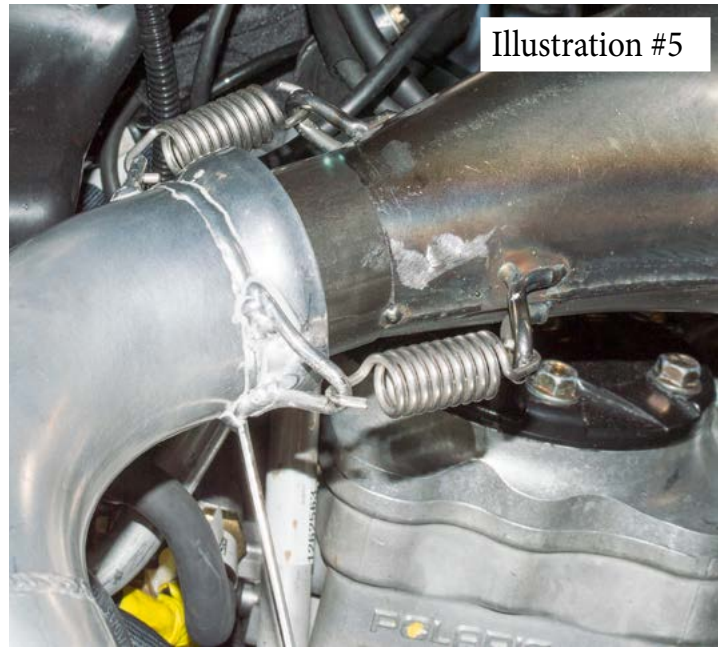


Illustration #5

8. Apply anti-seize (provided) to the threads of the exhaust temperature probe and install into the pipe, torque to **12-15 ft/lbs.**

9. Place the cooker on top of the mount. Make sure the latch is facing outward so the cooker is easily accessible. Then using the two provided springs, you will see 4 small spring alignment tabs, spring together holding the base of the preferred cooker. (see illustrations 7 & 8)

11. Reinstall hood and side panels.

12. Install "Minimum 91 Octane Recommended" sticker on or near gas cap.

13. Start your sled up and enjoy the beautiful sound of pure SLP horsepower and the sweet smell of 2stroke!



Illustration #6

HIGHLY RECOMMENDED: SLP Torque Arm Part#

23-69 or for sleds with electric start Part# 23-71. In controlled testing we found that by adding an SLP Torque Arm to a Polaris Axys 800, we gained 1 to 2 sled lengths of acceleration in a short drag race. This is due to the reduction in flex of the motor mounts, keeping the clutches aligned and running at optimum efficiency.

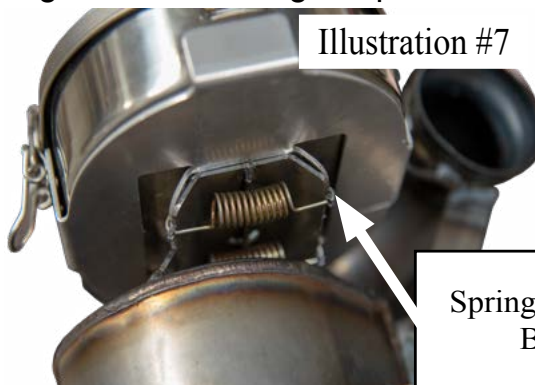


Illustration #7

Spring Allignment
Bracket

Illustration #8



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Clutching for 2016-20 Polaris 800 Axys

Pro RMK, RMK Assault & SKS with SLP Single Pipe Kit

Important: The following clutching information has been thoroughly tested and is highly recommended for proper performance and reliability. Primary weights, drive spring and driven spring must be changed according to the chart if applicable for your elevation. Running any combination other than recommended may cause poor, inconsistent performance.

Altitude (feet)	Drive Clutch			Stock TEAM TSS-04 Driven Clutch	
	Clutch Spring	MTX	Shift Weight Magnum Force	Clutch Spring	Driven Helix
0-3000' (0-900m)	SLP Blue / Yellow SLP# 40-70	SLP# 40-84 (71g) 2g rivet inner hole 2g rivet outer hole	SLP# 40-150 (60.7g) 6 Set Screws 1 Lock Set Total: 68.4g	Black (Stock)	40 Straight (Stock)
3-6000' (900-1525m)	SLP Blue / Red SLP# 40-71	SLP# 40-83 (68g) 3g rivet inner hole 1g rivet outer hole	SLP# 40-150 (60.7g) 4 Set Screws 1 Lock Set Total: 66.1g	Black (Stock)	40 Straight (Stock)
6-8000' (1525-2743m)	SLP Blue / Pink SLP# 40-76	SLP# 40-83 (68g) 1g inner hole 3g rivet outer hole	SLP Part# 40-150 (60.7g) 3 Set Screw 1 Lock Set Total: 64.9g	Black (Stock)	40 Straight (Stock)
8-10,000' (2743-3048m)	SLP Blue / Pink SLP# 40-76	SLP# 40-83 (68g) inner hole empty 3g outer hole	SLP# 40-150 (60.7g) 1 Set Screw 1 Lock Set Total: 62.5g	Black (Stock)	40 Straight (Stock)
10,000'-12,000' (3048-3658m)	SLP Blue / Pink SLP# 40-76	SLP# 40-83 (68g) inner hole empty 2g outer hole	SLP# 40-150 (60.7g) Empty Total: 60.7g	TEAM Ind. Black / Purple SLP #50-55	40 Straight (Stock)

Running RPM 8300-8400

Note: For 3" tracks it is recommended to run 1g less in the outer hole.

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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.

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