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Performance Standards!"*

## **Starting Line Products, Inc.**

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# **Lightweight Silencer for Ski-Doo 2013 MXZ/Renegade XP 800 E-TEC, 2013 800 Summit XP E-TEC, 2013-17 MXZ/Renegade XS E-TEC, and 2013-17 Summit XM**

**P.N. 09-317**

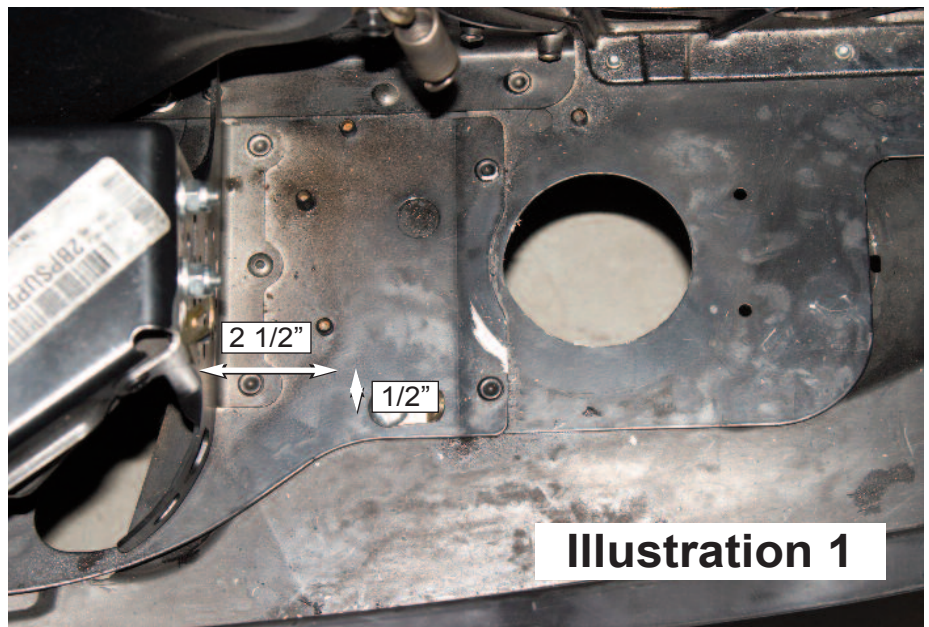
### **Kit Contents:**

1 - Silencer (090-317)	2 - Spring Tab (090-697)	1 - Large Head Rivet (090-42)
1 - Instruction Sheet	1 - Rivet Washer (090-44)	1 - Anti-Seize Packet (090-0146)
1 - Outlet Seal (090-2912)		

**Read instructions carefully and completely before attempting installation.**

1. Remove stock pipe, EGT sensor and silencer. (Retain springs for silencer installation.)

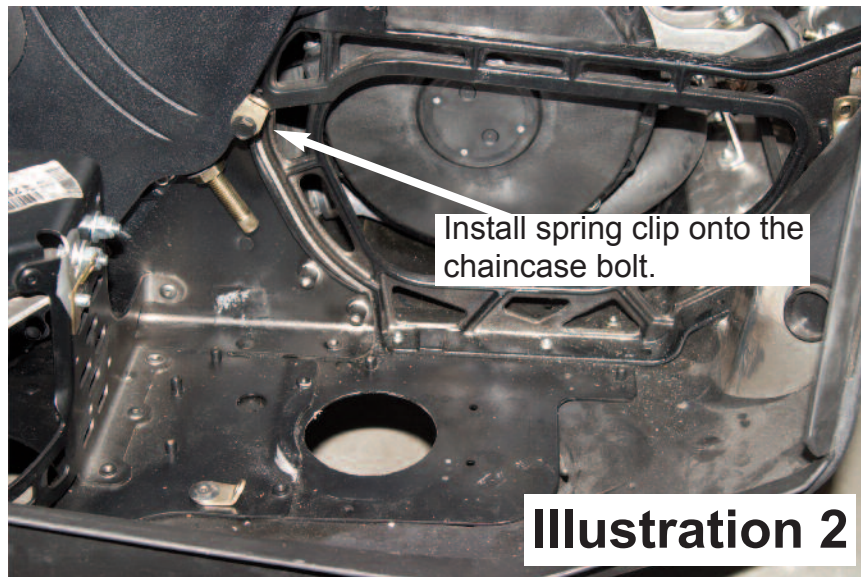
2. From the inside of the left side footwell measure forward 2 1/2" and 1/2" in from the aluminum outlet plate. Drill a 3/16" hole and rivet into place with the provided spring tab with it facing forward (see illustration 1).



3. Remove the bolt on the front of the chaincase that is the second up from the bottom. Install the supplied spring tab pointing up using the stock bolt (see Illustration 2).

4. Install SLP lightweight silencer into the stock outlet hole and spring into place using OEM springs and OEM Grafoil Seal from pipe to silencer.

5. Apply supplied Anti-Seize to the threads for the stock EGT Sensor. Re-install EGT sensor and torque to 33 lb/ft (45 Nm).



### **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.

## **Use Stock Clutching and Jetting**

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### **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.