



*"Setting the World's
Performance Standards!"*

743 E. Iona Rd. Idaho Falls, ID 83401, (208)529-0244 Fax (208)529-9000

SLP PART #09-641

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 products 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.

Please read the following instructions for best results.

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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**Starting Line
Products, Inc.**

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SLP Single Pipe

Effective Date:9/12/2008

for 2009 Polaris 600 H.O. CFI 2 RMK and Shift 136 Part # 09-641

Kit Contents:

- | | | |
|---------------------------|--|-----------------------------|
| 1 - Spring Tab (#090-697) | 3 - 30" Reflective Heat Tape (#090-31) | 1 - Single Pipe (#090-6411) |
| 1 - Silencer (#09-284) | 1 - Packet Anti-Seize (#090-0146) | |
| 3 - Zip Ties (#090-45) | 1 - 1/8" Pipe Adjustment Washer (#090-102) | |

Important: Read instructions carefully before 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. Carefully remove EGT probe from pipe. Remove pipe and silencer (retain OEM bolts, springs and gaskets for pipe installation).

2. Apply a high temp silicone sealer such as Permatex® Ultra Black® (PX#82180) or Loctite® RTV Silicone 598™ to the silencer outlet for proper seal, and spring SLP silencer into place on the stock silencer support bracket using 3 stock short springs.

3. Remove the insulation from the right front of the hood. Cover area of the hood where the insulation was removed with reflective heat tape (see illustration #1).

Hint: After removing the foam, spray carburetor cleaner on the remaining glue and allow it to sit for 60 seconds.



ILLUSTRATION #1

Next, use a razor blade to lightly scrape off the glue. Clean razor blade as needed using a paper towel. Do not allow carburetor cleaner to contact other surfaces, as it can damage paint, rubber and other materials.

4. Remove air plenum under the hood headlight by removing the 5 screws that hold it into place. Cut the zip ties that hold the wire loom to the hood.

5. Run the wire loom up the left side of the hood to the inside of the hood foam. Remove the upper plastic rivet on the hood vent. Using the three zip ties provided, fasten wire loom to the hood. Use the hole in the hood vent rivet hole for one of the zip ties (see illustration #2).

6. Using a razor knife notch out a 3/4" slot in the air plenum for the wire loom. Then install the plenum using 5 stock screws. Cover stock wire loom with reflective heat tape.

7. Apply the same high temp silicone as in step 2 to the end of the pipe where it connects to the silencer for proper seal. Install the SLP single pipe into place by using the 3 stock springs on the pipe to y-pipe connection, and 2 stock springs on the pipe to silencer. Spring the pipe to the stock pipe support bracket on the outside and the inside of the pipe. (see illustration #3). Check for proper hood clearance (at least 1/8"). If the pipe needs to be adjusted for belly pan or hood clearance, washers can be added or removed from the stock rubber mushroom. Apply reflective heat tape to wire loom where it comes close to the pipe.

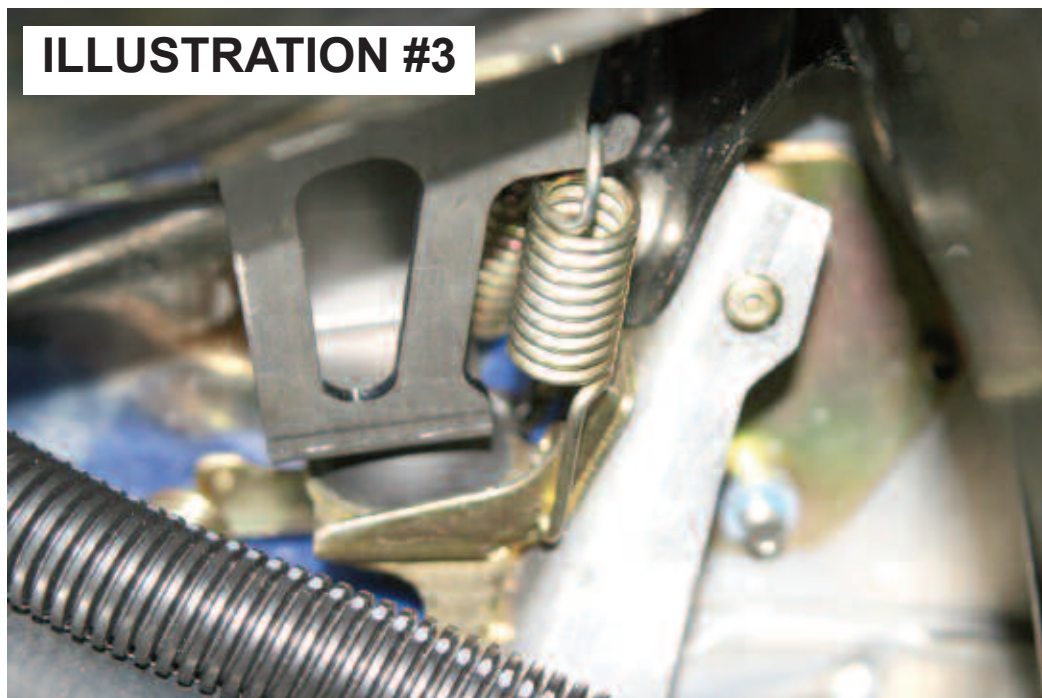
8. Using the small packed supplied, apply anti-seize to the threads of the exhaust temperature probe and install, torquing to 12 - 15 ft/lbs. It is very important to use anti-seize, and make sure not to overtighten the probe nut. Failure to follow these guidelines can cause damage to the probe during installation.

9. Trim right hand hood vent as needed for 1/8" minimum pipe clearance. Trim wire loom mount-

ILLUSTRATION #2



ILLUSTRATION #3

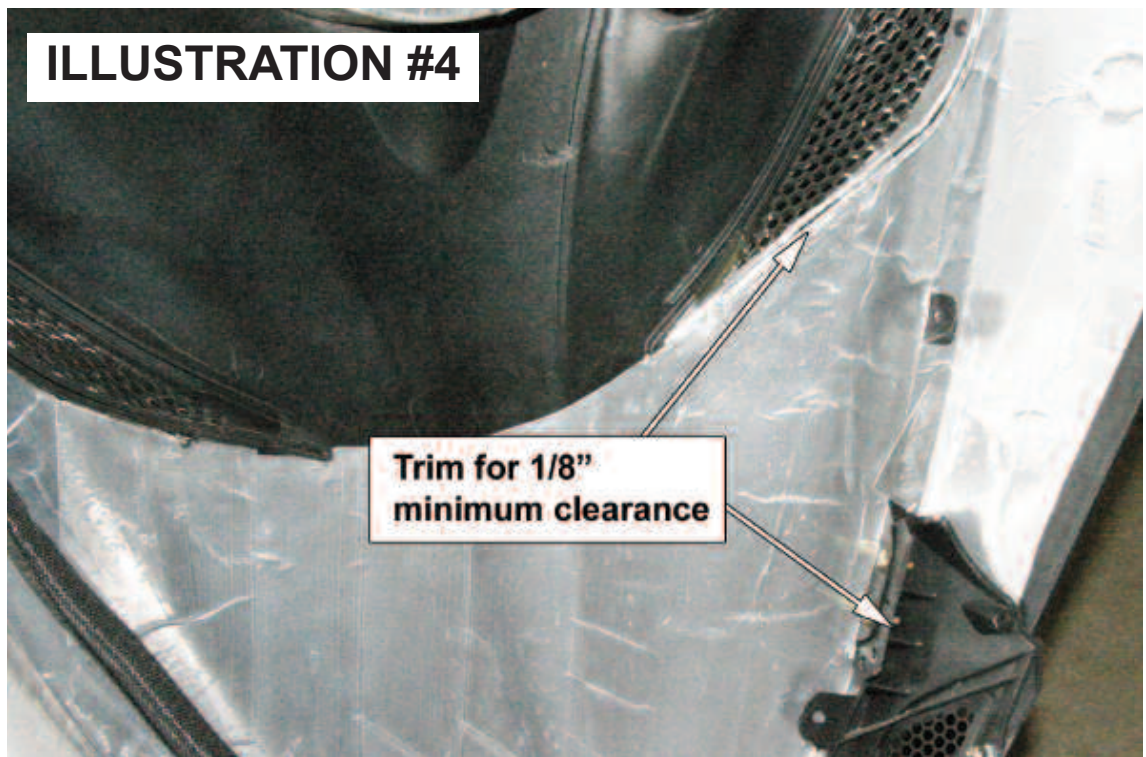


ing tab for 1/8" minimum clearance (see illustration #4).

SLP recommends the use of SLP High Flow™ Air Intake kit part # 14-127 in conjunction with this pipe set in order to provide required Air flow.

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.

Polaris 600 H.O. IQ Cleanfire 2 Clutching Chart

Altitude (feet)	Drive Clutch		Driven Clutch		
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix	Gearing
0-3000 ft (short track specifications)	SLP Blue / Pink #40-76	SLP MTX 68g #40-83 1g inner hole 3g outer	155/222 (Stock)	Non TEAM Clutch 38° (Stock)	(Stock)
2000-4000 ft (RMK)	SLP Blue / Pink #40-76	SLP MTX 65g #40-82 3g inner hole 3g outer hole	TEAM Ind. Red/Black (Stock)	TEAM Ind. 64/42.36 (Stock)	23:39 - 76 (Stock)
4000-6000 ft (RMK)	SLP Blue / Pink #40-76	SLP MTX 62g #40-81 3g outer hole 2g inner hole	TEAM Ind. Red/Black (Stock)	TEAM Ind. 64/42.36 (Stock)	22:40 - 76
6000-8000 ft (RMK)	SLP Blue / Pink #40-76	SLP MTX 62g #40-81 2g outer hole	TEAM Ind. Red/Black (Stock)	TEAM Ind. 64/42.36 (Stock)	22:40 - 76
8000-10000 ft (RMK)	SLP Blue / Pink #40-76	SLP MTX 62g #40-81 1g outer hole	TEAM Ind. Red/Black (Stock)	TEAM Ind. 64/42.36 (Stock)	22:40 - 76

Running RPM 8100-8300

Fuel Requirement: 91 octane minimum. Insure that fuel switch is set for fuel being used (ethanol or non-ethanol).