



"Setting the World's Performance Standards!"

Starting Line Products, Inc.

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Lightweight Silencer for 2011-12 Polaris 800 Pro RMK/Assault/Switchback P.N. 09-299

Kit Contents:

- 1 - Silencer (09-299)
- 1 - Silicone Outlet Gasket (091-4095)
- 1 - Hair Pin Clip (999-9120)
- 1 - Canister Spacer (090-106)

Read instructions carefully and completely before attempting installation.

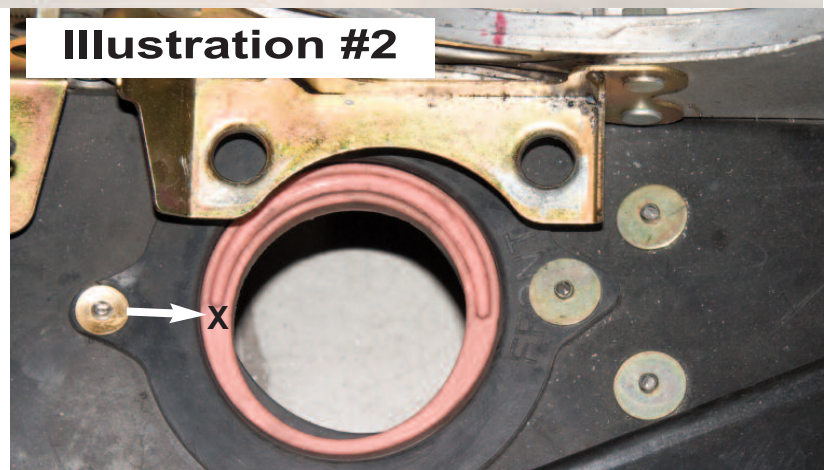
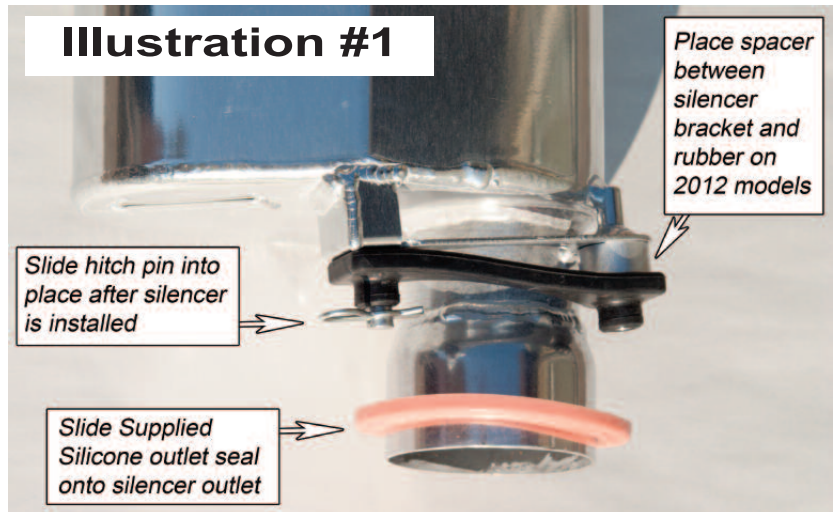
1. Remove stock silencer. (Retain springs as well as the rubber dampener from the bottom of the silencer for installation).
2. Install OEM rubber dampener onto the SLP Silencer (see illustration #1).

2012 Models: Install aluminum Canister Spacer between silencer bracket and rubber damper on rear leg. (see illustration #1)

3. Install SLP Silicone outlet seal ring into the outlet of belly pan. **Note:** The bump needs to align with the rivet on the rear of stock outlet rubber (see illustration #2).

4. Install silencer into sled aligning the silicone seal so that it insets into the stock outlet rubber. Spring into place using stock springs, (2) for the pipe to silencer (2) for the silencer to the chassis. **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 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® Ultra Black® (PX#82180) or Loctite® RTV Silicone 598™ to glue silicone seal to silencer and stock outlet.**

5. Install supplied pin clip into the front stud on the silencer support bracket.



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

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.