



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

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SLP Single Pipe for 2006-09 Polaris 600 H.O. Fusion/RMK/Switchback/Shift (Carb Models)

Part # 09-634

Kit Contents:

2 - 7" Insulated Heat Tape	1 - 1/8" Pipe Adjustment Washer
4 - 30" Reflective Heat Tape	1 - Wire Loom Supports (Fusion only)
1 - Medium SLP Spring	3 - Zip Tie

Important: Read instructions carefully before installation.

Note: Do not remove banding placed on the mid section of each pipe. It has been placed there to reduce noise emissions, improve performance and reliability.

RMK MODELS

1. Remove stock exhaust pipe and silencer (retain OEM springs and gaskets for pipe installation).
2. Install SLP silencer onto the stock silencer support bracket and spring into place using 2 stock short springs.
3. Set SLP single pipe into place. Mark the area closest to the bellypan below the head pipe. Remove the pipe and install 2 strips of insulated heat tape then cover with reflective heat tape (see illustration #1). Remove the insulation from the front center of the hood. On the right hand underside of the hood apply reflective heat tape (see illustration #2).
4. Apply reflective heat tape to the wire loom that runs close to the pipe support bracket and zip tie it to the coolant hose to prevent it from bouncing up and contacting the pipe. Apply reflective heat tape to the wires that run the exhaust valve servo.
5. 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.
6. 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 #3).
7. Using a razor knife notch out a 3/4" slot in the air plenum for the wire loom. Then reinstall plenum using the 5 stock screws

8. Install the SLP single pipe and spring into place using 3 stock springs on the head pipe and 2 stock springs on the stinger. Use a silicone sealer such as Loctite 598 Ultra Black on the pipe to silencer joint and from the silencer to bellypan for a good seal. Spring the pipe to the stock pipe support bracket on the out side of the pipe and 1 medium spring provided on the inside (see illustration #4). If the pipe needs to be adjusted for belly pan or hood clearance (1/8") washer can be added or removed from the stock rubber mushroom.

NOTE: Check for pipe clearance on right hand hood vent trim for 1/8" clearance if needed.

SLP recommends the use of, SLP High Flow Air Horn kit part # 14-115 and Radiator Removal kit #10-9 (on RMK models only).

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.

ILLUSTRATION #1

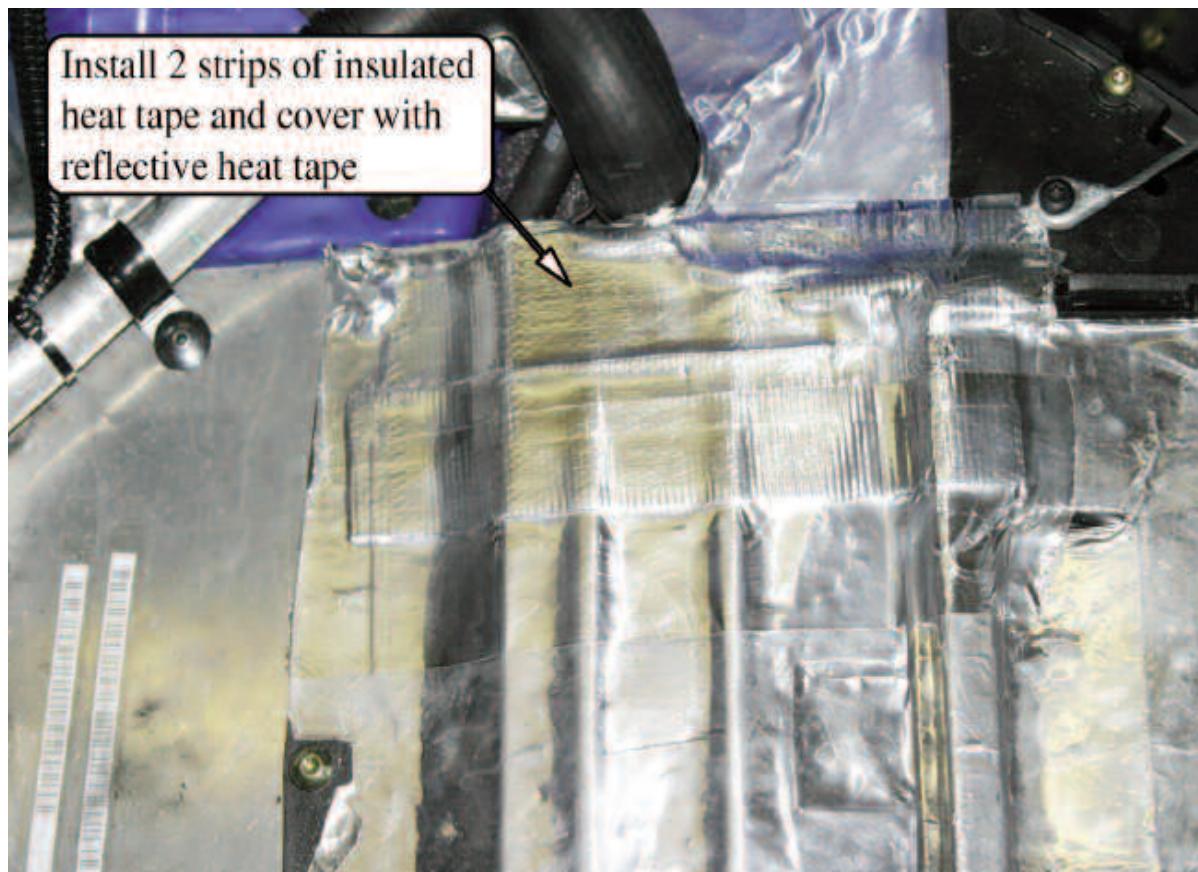


ILLUSTRATION #2

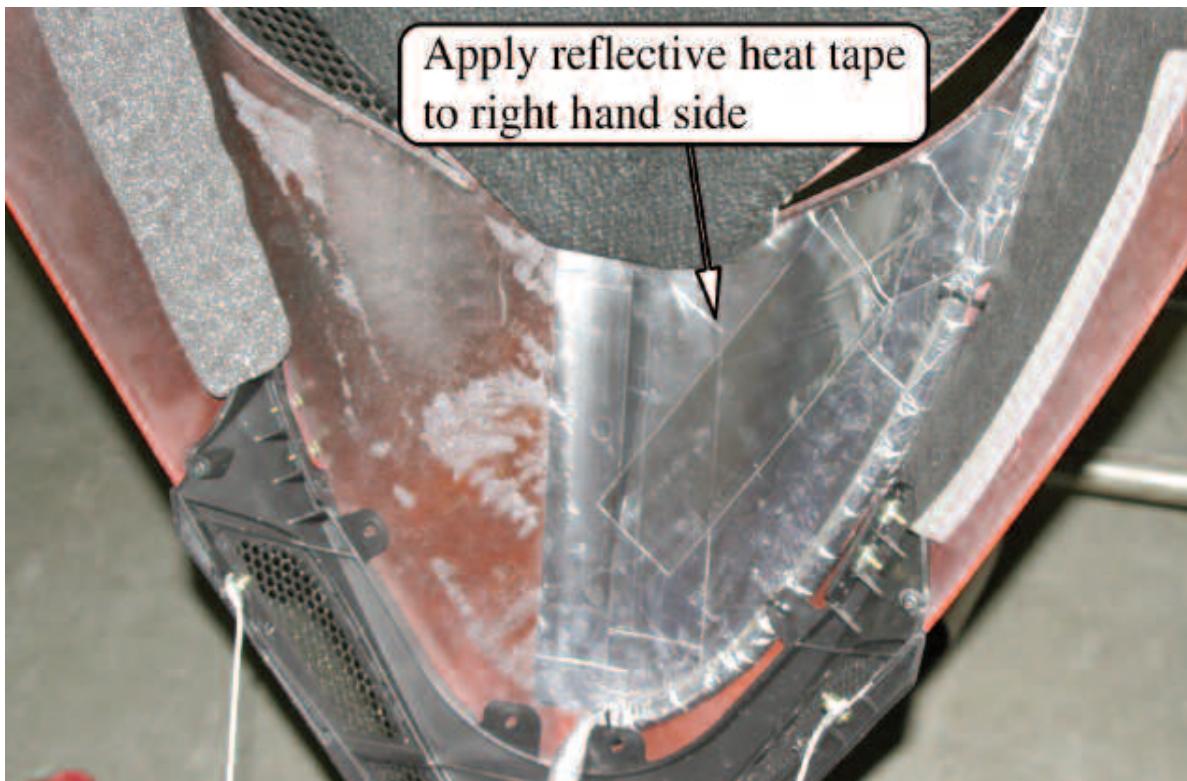


ILLUSTRATION #3



ILLUSTRATION #3



FUSION MODELS

1. Remove stock exhaust pipe and silencer (retain OEM springs and gaskets for pipe installation).
2. Install SLP silencer onto the stock silencer support bracket and spring into place using 2 stock short springs.
3. Pull all of the slack out of the wire loom that runs up the center of the hood. In the center of the hood screen measure down 2 1/4" and mark. Using a 1/4" drill bit, drill a hole through the hood screen (use caution not to drill through the hood) and install a wire loop support into the hole (see illustration #1). Place wire loom into loom support close wire support and secure using a zip tie (provided). From the second screw up on the brake air duct measure towards the outside of the sled 1/2" and mark. Drill using a 1/4 drill bit. Zip tie wire loom to brake air duct by slipping a zip tie (provided) through the drilled hole and under the air duct edge. Apply reflective heat tape to the wire loom closest to the pipe support bracket. Using a ziptie provided tie the wire loom to the coolant hose to prevent it from bouncing up and contacting the pipe.
4. Apply reflective heat tape to both sides of the belly pan, radiator cover and right hand underside of the hood. Apply reflective heat tape to the wires that run the exhaust valve servo (see illustration #2).
5. Install the SLP single pipe and spring into place using 3 stock springs on the head pipe and 2 stock springs on the stinger. Use a silicone sealer such as Loctite 598 Ultra Black on the pipe to silencer joint and from the silencer to bellypan for a good seal. Spring the pipe to the stock pipe support bracket on the out side of the pipe and 1 medium spring provided on the inside (see illustration #3). If the pipe needs to be adjusted for belly pan or hood clearance (1/8") washers can be added or removed from the stock rubber mushroom.

SLP recommends the use of SLP High Flow Air Horn kit part # 14-115.

ILLUSTRATION #1

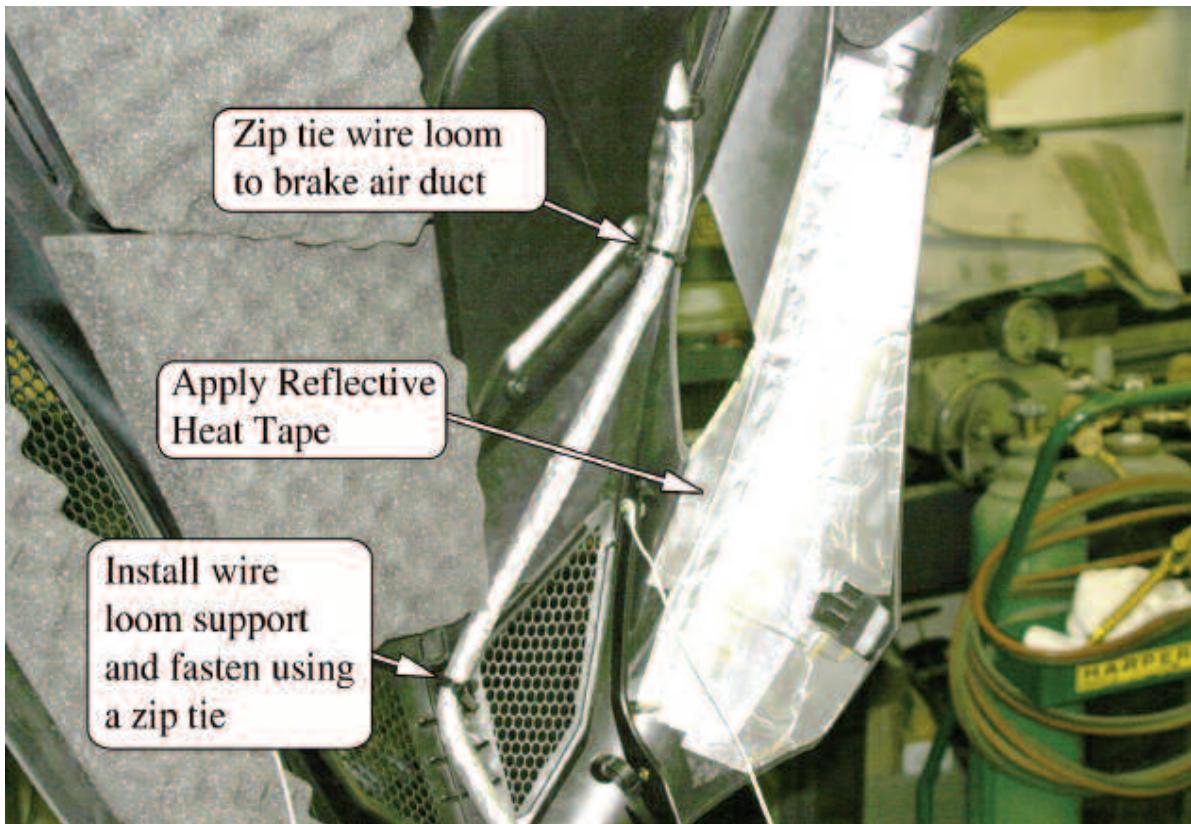


ILLUSTRATION #2

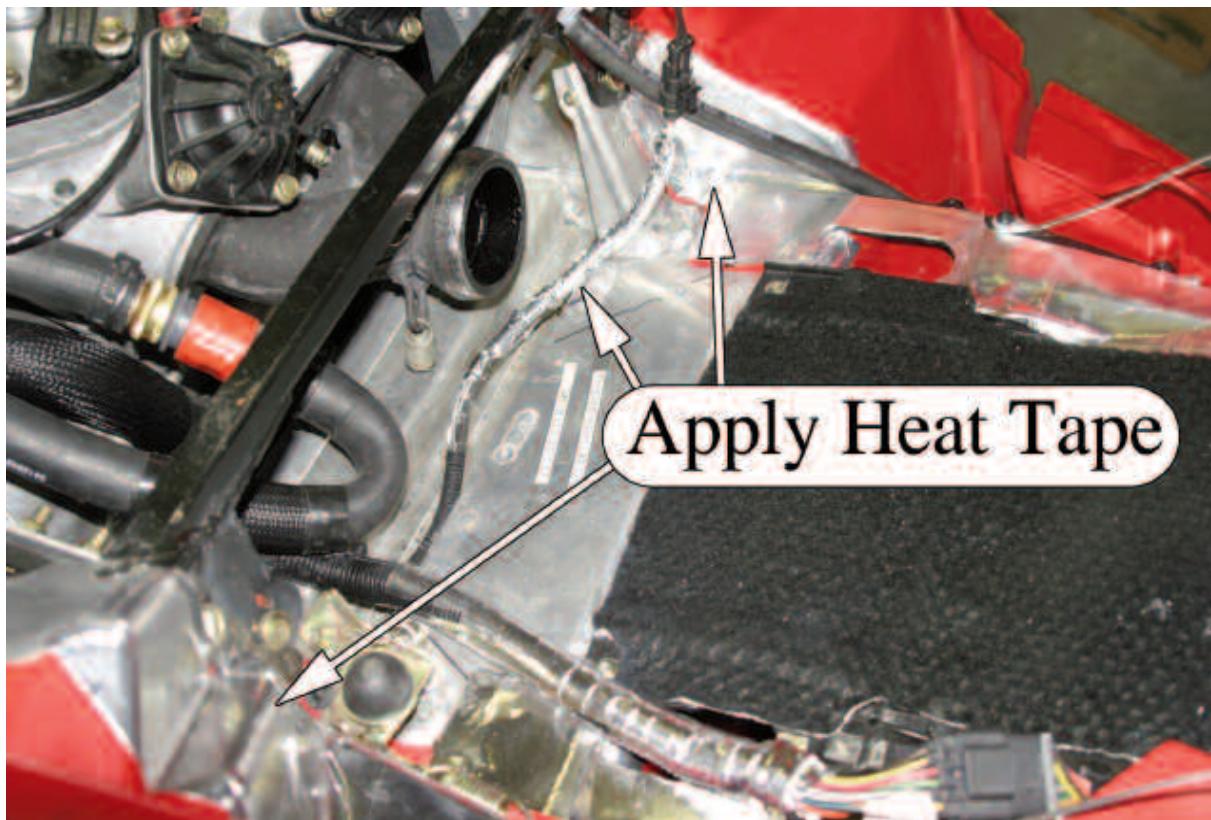


ILLUSTRATION #3



Polaris 600 Jetting Chart

Pilot Jet - 50

Sarter Jet - 145

Jet Needle - 9DGN6-57

Pilot Air Jet - .6

Needle Jet - P-8

Altitude meters (feet)	Ambient Temperature							
	Below -25°F Below -35°C	-25°F to -10°F -35°C to -23°C	-10°F to +5°F -23°C to -15°C	+5°F to +20°F -15°C to -7°C	+20°F to +35°F -7°C to +2°C	+35°F to +50°F +2°C to +10°C	+50°F to +65°F +10°C to +18°C	+65°F and Above +18°C and Above
0-600 (0-2000)	460 #3	450 #3	440 #3	430 #2	420 #2	410 #2	400 #2	390 #2
600-1200 (2000-4000)	430 #3	420 #3	410 #2	390 #2	380 #2	370 #2	360 #1	350 #1
12-00-1800 (4000-6000)	390 #3	380 #2	370 #2	360 #2	350 #2	340 #1	330 #1	320 #1
1800-2400 (6000-8000)	350 #3	340 #2	330 #2	320 #2	310 #1	300 #1	290 #1	280 #1
2400-3000 (8000-10000)	330 #2	320 #2	310 #2	300 #1	290 #1	280 #1	270 #1	260 #1
3000-3700 (10000 - 12000)	310 #2	300 #2	290 #1	270 #1	260 #1	250 #1	240 #1	230 #1

Important! Fuels containing ethanol or alcohol based fuel compounds will require larger main jets, usually 2 sizes larger than the SLP jetting chart. Needle needs must be richened one "E" clip position.

Jetting specifications are with 2 Flow-Rites (P.N. 14-197) installed in the hood and an SLP Air Horn kit installed.

Polaris 600 Clutching Chart

Altitude meters (feet)	Driven Clutch (P-85)		Driven Clutch (TEAM)		
	Shift Weight SLP MTX	Clutch Spring	Clutch Spring	Driven Helix	Gearing
0-600 (0-2000)	65 g P.N. 40-82 3 g rivet in outer hole	SLP Black/Pink 40-75	Red/Black (Stock)	64/42-36 (Stock)	23:39 - 76 (Stock)
600-1200 (2000-4000)	65 g P.N. 40-82 1 g rivet in inner hole	SLP Blue/Pink 40-76	Red/Black (Stock)	64/42-36 (Stock)	23:39 - 76 (Stock)
1200-1800 (4000-6000)	62 g P.N. 40-81 2 g rivet in inner hole	SLP Blue/Pink 40-76	Red/Black (Stock)	56/42-36 (Stock)	20:41 - 76 (Stock)
1800-2400 (6000-8000)	62 g P.N. 40-81 1 g rivet in outer hole	SLP Blue / Pink 40-76	Red/Black (Stock)	56/42-36 (Stock)	20:41 - 76 (Stock)
2400-3000 (8000-10000)	62 g P.N. 40-81 no rivets	SLP Blue / Pink 40-76	Red/Black (Stock)	56/42-36 (Stock)	20:41 - 76 (Stock)

Running RPM 8100-8300

- 0-4000' specifications based on 2006 600 HO Fusion
- 4000-10000' specifications based on 2006 600 HO RMK

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.