



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

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

SLP PART #09-646

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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SLP Single Pipe for 2013-14 Polaris 600 CFI 2 Rush, Switchback and 2013-15 600 Indy

Part # 09-646

Effective Date: 12-14-12

Kit Contents:

1 - Lightweight Silencer (#090-6452)
1 - Pack Anti-Seize (#090-0146)
1 - Silicone Outlet Seal (#091-4095)
1 - 91 Octane Sticker (#60-38)

1 - Single Pipe (#090-6451)
2 - Pipe Adjustment Washers (#090-104)
2 - 30" Reflective Heat Tape (#090-31)

1 - Y-Pipe (#090-6441)

Important: Read instructions carefully before installation.

Note: Do not remove the pipe heat shield. It has been placed there to improve performance, running consistency, reliability, and reduce noise emissions. Check tightness of the clamps every 100 miles for the first 300 miles and periodically thereafter.

1. Remove hood and side panels.

2. Carefully remove EGT probe from pipe. Remove stock exhaust pipe, y-pipe and silencer (retain OEM springs, runner dampener from the bottom of silencer and the one on the bottom of the pipe, gasket seals and gaskets for pipe installation or replace if needed).

3. Apply heat tape to the right front of the belly pan from the side panel strap to the outlet (see illustration #1).

4. Install SLP Silicone Outlet Ring into the outlet of the silencer (see illustration #2).

5. Install silencer into sled aligning the silicone seal so that it insets into the stock outlet rubber with rounded edge down (see illustration). 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.**



6. Install stock rubber vibro support onto SLP Pipe. Install SLP Single Pipe using stock grafoil gaskets and springs. Apply anti-seize (provided) to the threads of the exhaust temperature probe and install into the pipe, torque to 12-15 ft/lbs.

7. Reinstall hood and check for pipe clearance to the hood and bulkhead. Pipe adjustment washers have been provided to shim the pipe up (if needed) to center the pipe between bulkhead and upper chassis cross tube.

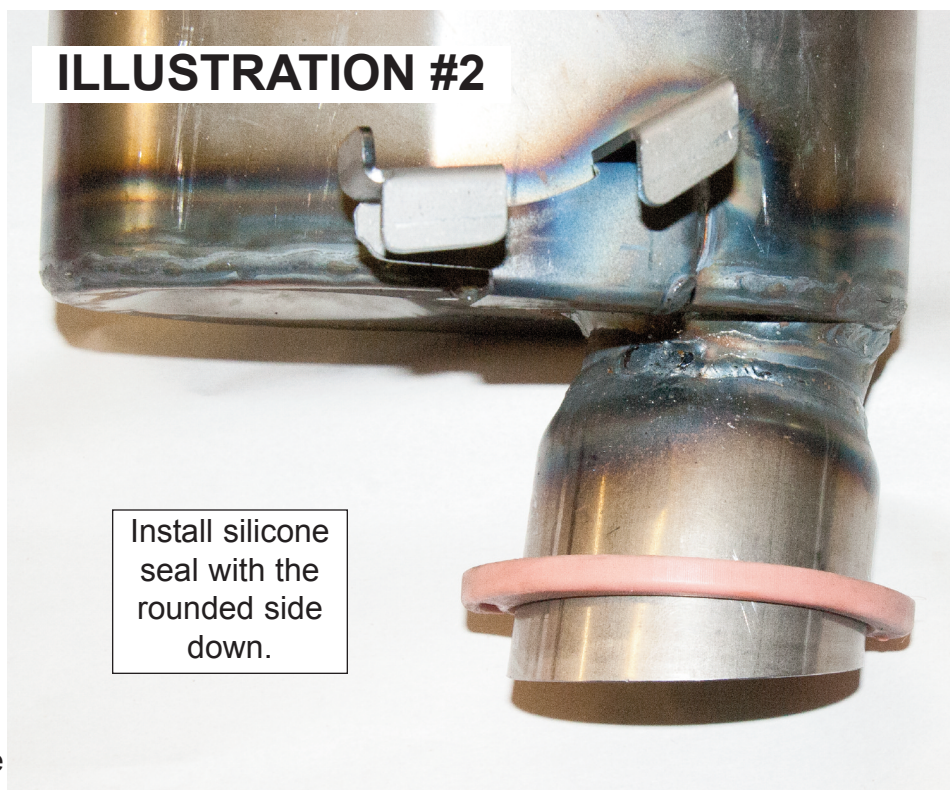
8. Reinstall side panels.

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 pipe temperatures exceed 1300 degrees F, it is normal for the coating to turn dull gray. These areas should also be washed and polished periodically.

Fuel Requirements

Oil Recommendation: For best performance and dependability on the 600 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 new Polaris "VES Gold Plus" oil that we understand is good. No other oils are recommended.

Octane: Minimum 91 octane pump fuel.

NOTE: Within the parts kit of this pipe set you will find a "Minimum 91 Octane Recommended" sticker. We recommend placing this sticker on or around the fuel cap as a friendly reminder.

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.

General Fuel Note: Due to inconsistencies in quality of fuel available today the following are tips to prevent issues that may arise due to fuel.

- Make sure that the premium/ethanol resistor is set proper for the fuel being used.
- If you are unsure of your fuel quality, add a **1 oz of Lucas Octane Booster** to every gallon of fuel. This can be found at most automotive stores.

Fuel Control Box Recommendation:

We recommend using the Power Commander Fuel Controller (PCFC) SLP Part #70-168 (with map #70-252) be used with the SLP Single Pipe, SLP High-Flow™ Intake Kit (P.N. 14-307) and SLP Powder Valves (P.N.14-136) combination.

Other modifications including but not limited to: head modifications, increased timing, cylinder porting or intake modifications other than specified in the above combinations may require a different fuel map.

Clutching for 2013-14 Polaris 600 CFI 2 Rush, Switchback and 2013-15 Polaris 600 Indy

Altitude (feet)	Drive Clutch		Stock P-2 Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-3000 ft	SLP Blue / Pink #40-76	SLP MTX 65g #40-82 3g rivet outer hole 1g rivet inner hole	130-180 Stock	58/42.45 (Stock)
3000-6000 ft	SLP Blue / Pink #40-76	SLP MTX 62g #40-81 2g rivet outer hole 3g inner hole	130-180 Stock	58/42.45 (Stock)
6000-8000 ft	SLP Blue / Pink #40-76	SLP MTX 62g #40-81 2g rivet outer hole	130-180 Stock	58/42.45 (Stock)
8000-10000 ft	SLP Blue / Pink #40-76	SLP MTX 62g #40-81 1g rivet outer hole	130-180 Stock	58/42.45 (Stock)

Specifications tested with 121" track, longer tracks, studs or harder pulling snow may require 1 to 2 grams lighter in the outer hole of the MTX™ Weights.

Important Note: This pipe kit needs to be loaded heavily on initial shift force. If you choose not to run our recommended clutching, you may experience a hesitation if you are too light on your initial shift force.

Running RPM 8250-8350