



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

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

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

SLP PART #09-881

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.

After completely following the setup instructions if you are experiencing difficulty 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 Kit for 2008-09 Ski-Doo REV-XP 800R

P.N. 09-881

Effective Date: 7/15/2008

Kit Contents:

- | | | |
|--|----------------------------|----------------------------|
| 1 - Large Head Rivet (#090-42) | 2 - Spring Tabs (#090-697) | 1 - Rivet Washer (#090-44) |
| 1 - Pipe (#090-8812) | 1 - Silencer (#09-291) | 1 - Y-pipe (#090-8021) |
| 1 - 30" reflective heat tape (#090-31) | 4 - Med Springs (#090-47) | |

Read instructions carefully and completely before attempting installation.

1. Remove stock Y-pipe, pipe, and silencer. (Retain OEM springs and Y-pipe bolts for Y-pipe, pipe, and silencer installation.)

Hint: For easier removal and installation of Y-pipe use a 5mm x 5" long 3/8" drive ball end allen wrench with a swivel and a long extension.

2. Install SLP Y-pipe using stock allen head bolts. Re-use stock Y-pipe to cylinder gasket. (Check gasket, for tearing, separation or other damage. Replace if necessary).

3. Using a 3/16" drill bit, remove rivet at the front of outlet plate. Install supplied spring tab, rivet, and rivet washer with the spring tab pointing forward (see illustration #1).

4. Remove bolt on the front of chaincase. (second up from the bottom.) Install the supplied spring tab pointing up using the stock bolt (see illustration #1).

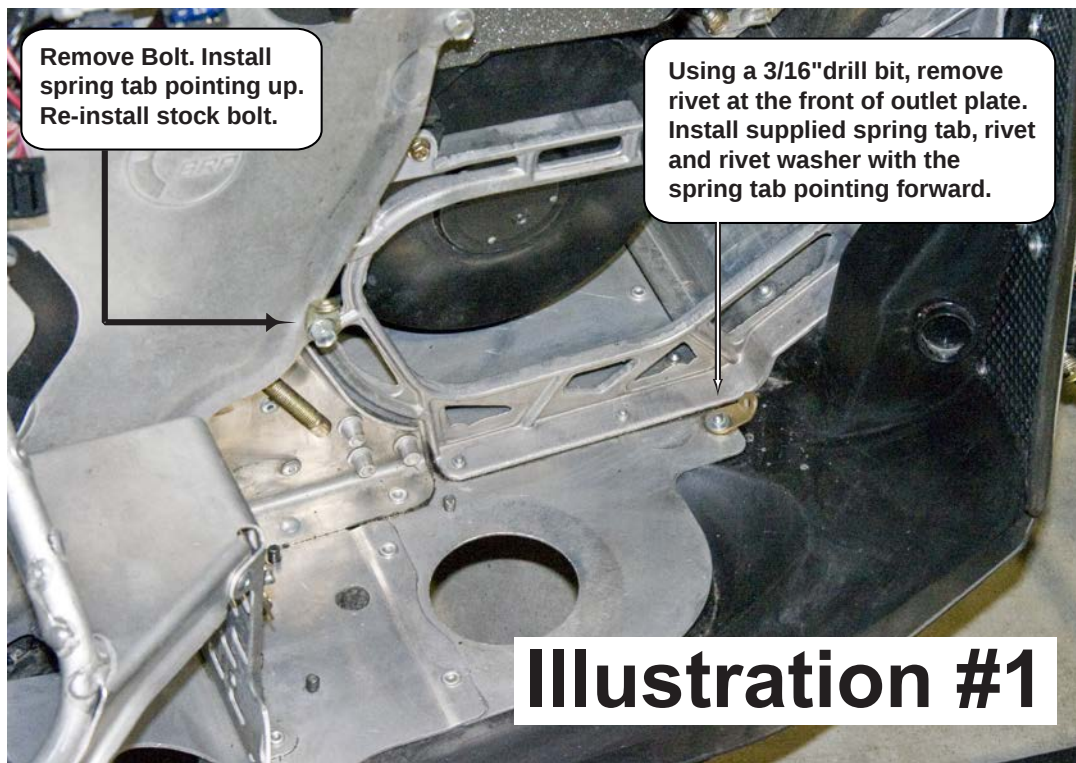


Illustration #1

5. Install SLP lightweight silencer into stock outlet hole and spring into place using OEM springs.
 6. Remove foam from the left front corner of the nose cone and cover with supplied reflective heat tape (see illustration #2).
 7. Install SLP pipe and spring into place using OEM springs on the headpipe and stinger. Using the 4 medium springs provided double spring the head pipe.
- NOTE:** It is recommended to fill y-pipe to pipe springs with Ultra Black Silicone (SLP Part #090-24).



Note: Do not remove the banding placed on the midsection of the pipe. It has been placed there to reduce noise emissions, improve performance and reliability. Check the tightness of the clamp every 100 miles for the first 300 miles and periodically thereafter.

SLP also recommends use of High Flow™ Intake Kit part #14-129 and Hot Air Elimination Kits part # 32-555 and 32-556.

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.

FUEL REQUIREMENT: 91 octane minimum

If running for more than a mile at wide open throttle SLP recommends the use of Lucas Racing Formula Octane Boost.

Oil Recommendation: SLP highly recommends the use of Redline Full Synthetic Race Oil.

Jetting for 2008-09 with SLP Single Pipe and High Flow™ Intake Kit (#14-129)

Elevation	All Elevations (Non-Ethanol)	All Elevations (10% Ethanol)
Main Jet	490	500
Jet Needle	J8-9EGI04-58 (Stock 2008-09 Summit)	J8-9EGI04-58 with 1 - .020" needle shim under the e-clip (SLP #14-254)
Pilot Jet	17.5 (Stock)	17.5 (Stock)
Pilot Screw Setting	Adjust for best throttle response	Adjust for best throttle response

Jetting for 2008-09 with SLP Single Pipe, High Flow™ Intake Kit (#14-129) and Power Dome™ Billet Heads

Elevation	All Elevations (Non-Ethanol)	All Elevations (10% Ethanol)
Main Jet	500	510N (#4/042-510N)
Jet Needle	J8-9EGI04-58 with 1 - .020" needle shim under the e-clip (SLP #14-254)	J8-9EGI04-58 with 2 - .020" needle shim under the e-clip (SLP #14-254)
Pilot Jet	17.5 (Stock)	17.5 (Stock)
Pilot Screw Setting	Adjust for best throttle response	Adjust for best throttle response

Clutching for 2008-09 with SLP Single Pipe and High Flow™ Intake Kit (#14-129)

IMPORTANT: The following clutching information has been thoroughly tested and is highly recommended for proper performance and reliability. Ramp profile, roller pin weight, drive spring and helix must be changed according to the chart if applicable for your elevation. Running any combination other than recommended may cause poor, inconsistent performance.

Altitude	Drive Clutch			Stock Driven Clutch		TEAM Tied Clutch	
	Ramp Profile	Clicker Setting (Stock Clutch)	Roller Pin Weight	Spring	Helix	Clicker Setting (Tied Clutch)	Spring
0 - 3000 (0-900m)	413 (stock) #417222508	#3	Adj. Weight Pins #40-121 (13.8g empty, 1.5" long) 1ea. 2.2g set screw (0.5" long) Total Weight: 16g	Yellow/ Almond 40-302	Stock (2009 Renegade)	#4	TEAM Ind. 66-62.33 #50-212 TEAM Ind. Red/Blue #50-4
3-6000' (900-1525m)	415 SLP#40-201	#3	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 2ea. 2.2g set screw (0.5" long) Total Weight: 14.9g	Yellow/ Almond 40-302	44/40 #417126974	#4	TEAM Ind. 66-62.33 #50-212 TEAM Ind. Red/Blue #50-4
6-8000' (1525-2743m)	415 SLP#40-201	#4	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 1ea. 2.2g set screw (0.5" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 13.5g	Yellow/ Almond 40-302	44/40 #417126974	#4	TEAM Ind. 66-60.36 #50-212 TEAM Ind. Black/ Purple #50-55
8000' & Above (Above 2743m)	415 SLP#40-201	#5	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 1ea. 2.2g set screw (0.5" long) Total Weight: 12.7g	Yellow/ Almond 40-302	44/40 #417126974	#4	TEAM Ind. 66-60.36 #50-212 TEAM Ind. Black/ Purple #50-55

Note: Test sled were Ski-Doo MXZ Renegade and Summit 154"

Running RPM 8100-8400

Clutching for 2008-09 with SLP Single Pipe, Power Dome™ Billet Heads and High Flow™ Intake Kit (#14-129)

IMPORTANT: The following clutching information has been thoroughly tested and is highly recommended for proper performance and reliability. Ramp profile, roller pin weight, drive spring and helix must be changed according to the chart if applicable for your elevation. Running any combination other than recommended may cause poor, inconsistent performance.

Altitude	Drive Clutch			Stock Driven Clutch		TEAM Tied Clutch	
	Ramp Profile	Clicker Setting (Stock Clutch)	Roller Pin Weight	Spring	Helix	Clicker Setting (Tied Clutch)	Spring
0 - 3000 (0-900m)	413 P.N. 417 222 508 (Stock)	#2	Adj. Weight Pins #40-121 (13.8g empty, 1.5" long) 1ea. 2.2g set screw (0.5" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 16.8g	Yellow/ Almond 40-302	Stock	#3	TEAM Ind. 64-60F #50-224
3-6000' (900-1525m) Renegade	415 SLP#40-201	#2	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 2ea. 2.2g set screw (0.5" long) Total Weight: 14.9g	Yellow/ Almond 40-302	44/40 #41712697 4	#3	TEAM Ind. 64-60F #50-224
3-6000' (900-1525m) Summit	415 SLP#40-201	#2	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 2ea. 2.2g set screw (0.5" long) Total Weight: 14.9g	Yellow/ Almond 40-302	44/40 #41712697 4	#3	TEAM Ind. 66-60.36 #50-212
6-8000' (1525-2743m)	415 SLP#40-201	#3	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 1ea. 2.2g set screw (0.5" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 13.5g	Yellow/ Almond 40-302	44/40 #41712697 4	#3	TEAM Ind. 66-60.36 #50-212
8000' & Above (Above 2743m)	415 SLP#40-201	#4	Adj. Weight Pins #40-120 (10.5g empty, 1.25" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 11.3g	Yellow/ Almond 40-302	44/40 #41712697 4	#5	TEAM Ind. 66-60.36 #50-212

Note: Test sled were Ski-Doo MXZ Renegade and Summit 154"

Running RPM 8100-8400

Clutching for 2008-09 MXZ 120" Track with 96 studs, an SLP Single Pipe, High Flow™ Intake Kit (#14-129) and Power Dome™ Billet Heads

IMPORTANT: The following clutching information has been thoroughly tested and is highly recommended for proper performance and reliability. Ramp profile, roller pin weight, drive spring and helix must be changed according to the chart if applicable for your elevation. Running any combination other than recommended may cause poor, inconsistent performance.

Altitude	Drive Clutch			Stock Driven Clutch		TEAM Tied Clutch	
	Ramp Profile	Clicker Setting (Stock Clutch)	Roller Pin Weight	Spring	Helix	Spring	Clicker Setting (Tied Clutch)
0 - 3000 (0-900m)	414 (Stock) #417 222 546	#3	Adj. Weight Pins #40-126 (13.8g empty, 1.5" long) 1ea. 7.5g Tungsten Insert (0.75" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 22.1g	SLP #40-302 Yellow/ Almond	Stock 417 127 109	Stock 417 127 137 Green	#4 64-60F Red/Blue SLP#50-4
3-6000' (900-1525m)	414 (Stock) #417 222 546	#4	Adj. Weight Pins #40-126 (13.8g empty, 1.5" long) 2ea. 2.2g set screw (0.5" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 19g	SLP #40-302 Yellow/ Almond	Stock 417 127 109	Stock 417 127 137 Green	#5 64-60F Red/Blue SLP#50-4
6-8000' (1525-2743m)	414 (Stock) #417 222 546	#4	Adj. Weight Pins #40-121 (13.8g empty, 1.5" long) 1ea. 2.2g set screw (0.5" long) Total Weight: 16g	SLP #40-302 Yellow/ Almond	Stock 417 127 109	Stock 417 127 137 Green	#4 64-60F Red/Blue SLP#50-4
8000' & Above (Above 2743m)	414 (Stock) #417 222 546	#5	Adj. Weight Pins #40-121 (13.8g empty, 1.5" long) 1ea. 0.8g set screw (0.25" long) Total Weight: 14.6g	SLP #40-302 Yellow/ Almond	Stock 417 127 109	Stock 417 127 137 Green	#5 TEAM Ind. 66-60.36 #50-212 Black/ Purple #50-55

Running RPM 8100-8400

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.