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Performance Standards!"*

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

SLP PART #09-888

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

SLP Single Pipe for 2010 Polaris 800 HO CFI

Part # 09-888

Effective Date:8/25/2009

Kit Contents:

- | | | |
|--|-----------------------------|------------------------|
| 1 - Lightweight Silencer (#090-281) | 1 - Single Pipe (#090-8781) | 1 - Y-pipe (#090-8780) |
| 1 - Pack Anti-Seize (#090-0146) | 1 - Medium Spring (#090-47) | |
| 1 - Large Head Rivet (#090-42) | 1 - Spring Tab (#090-697) | |
| 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 stock exhaust pipe, silencer, and y-pipe (retain OEM springs and gaskets for pipe installation or replace if needed).
2. Install SLP silencer on stock silencer support bracket, seal silencer outlet to bellypan using a high temp silicone sealer such as Permatex® Ultra Black® (PX#82180) or Loctite® RTV Silicone 598™, and spring silencer in place using 3 stock short springs.
3. Install SLP Y-Pipe using stock fastener. Torque bolts to 22 ft/lbs.
4. On the right side of the bulkhead cross member support (see illustration #1) measure 1" up from bulkhead and 1/2" in from the front support. Drill a 3/16" hole. Rivet the spring tab into place using the large head rivet (provided) with the spring tab pointing up.
5. Apply the same high temp silicone as in step 2 to the stinger end of the pipe where it connects to the silencer for proper seal. Install the SLP single pipe into place by using the 4 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 of the pipe and install one medium spring on the inside. 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 shaped vibro-insulator.



6. Using the small packet supplied, apply anti-seize to the threads of the exhaust temperature probe and re-install, torquing to 12 - 15 ft/lbs. It is very important to use anti-seize and the proper torque specification on the probe. Failure to follow these guidelines can cause damage to the probe during installation.

SLP recommends the use of the SLP High-Flow™ Intake Kit part # 14-140.

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.

Fuel/Oil Requirements

Oil Recommendation: For best performance and dependability on the 800 we strongly recommend running **Red Line Full Synthetic Racing oil**. If you choose to run any other oil, we recommend premixing 1 1/2 oz. of oil per gallon of fuel in the tank as well as running your oil injection.

Octane: Minimum 91 octane pump fuel.

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

- When riding in midrange throttle positions periodically vary throttle position, do not hold in constant position for extended periods of time.
- Make sure that the premium/ethanol jumper wires are set proper for the fuel being used.
- A good practice and cheap insurance is to add a **1 oz of Lucas Octane Booster** to every gallon of fuel. This can be found at most automotive stores.

Exhaust Valve Spring Recommendation: For elevations 5000' and higher use Pink Exhaust Valve Springs (SLP #14-117).

2010 Polaris 800 CFI with SLP Single Pipe

ECU Requirement: This pipe is compatible with the stock ECU on 2010 models for all elevations. It is also compatible with the stock ECU when used in combination with SLP High Flow™ Intake Kit (part #14-140) and V-Force 3 Reed Valves (part #22-143). Other modifications including but not limited to: head modifications, increased timing, cylinder porting or intake modifications other than the SLP High Flow™ Intake Kit in addition to the pipe may require the use of an EFI Control Box.

Clutching for 2010 Polaris 800 RMK

| Altitude (feet) | Drive Clutch | | Stock TEAM TSS-04 Driven Clutch | | TEAM Tied Clutch | |
|--------------------|------------------------------|--|--------------------------------------|----------------------------------|-------------------|---------------------|
| | Clutch Spring | Shift Weight | Clutch Spring | Driven Helix | Clutch Spring | Driven Helix |
| 0-3000 ft | SLP Blue / Pink #40-76 | SLP MTX 71g #40-84 2g rivet outer hole 2g inner hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 56/42.36 (Stock) | Red/Blue #50-4 | 73-59.46 #50-214 |
| 3000-6000 ft | SLP Blue / Pink #40-76 | SLP MTX 68g #40-83 3g rivet outer hole 2g inner hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 56/42.36 (Stock) | Red/Blue #50-4 | 73-59.46 #50-214 |
| 6000-8000 ft | SLP Blue / Pink #40-76 | SLP MTX 68g #40-83 2g rivet outer hole 1g inner hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 56/42.36 (Stock) | Red/Blue #50-4 | 73-57.46 #50-214 |
| 8000-10000 ft | SLP Blue / Pink #40-76 | SLP MTX 68g #40-83 1g rivet in the outer hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 56/42.36 (Stock) | Red/Blue #50-4 | 73-57.46 #50-214 |

Running RPM 8000-8200

Clutching for 2010 Polaris 800 IQ (Short Track)

| Altitude (feet) | Drive Clutch | | Stock TEAM TSS-04 Driven Clutch | | Exhaust Valve Springs | TEAM Tied Driven Clutch | |
|--------------------|------------------------------|--|--------------------------------------|----------------------------------|-----------------------------|-------------------------|---------------------|
| | Clutch Spring | Shift Weight | Clutch Spring | Driven Helix | | Clutch Spring | Driven Helix |
| 0-3000 ft | SLP Blue / Pink #40-76 | SLP MTX 71g #40-84 2g rivet outer hole 2g inner hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 64/42.36 (Stock) | Orange (Stock) | Red/Blue #50-4 | 64-60F #50-224 |
| 3000-6000 ft | SLP Blue / Pink #40-76 | SLP MTX 68g #40-83 3g rivet outer hole 2g inner hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 64/42.36 (Stock) | SLP Pink Part #14-117 | Red/Blue #50-4 | 64-60F #50-224 |
| 6000-8000 ft | SLP Blue / Pink #40-76 | SLP MTX 68g #40-83 2g rivet outer hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 64/42.36 (Stock) | SLP Pink Part #14-117 | Red/Blue #50-4 | 73-59.46 #50-214 |
| 8000-10000 ft | SLP Blue / Pink #40-76 | SLP MTX 68g #40-83 1g rivet outer hole | TEAM Ind. Black/Purple (Stock) | TEAM Ind. 64/42.36 (Stock) | SLP Pink Part #14-117 | Red/Blue #50-4 | 73-57.46 #50-214 |

Running RPM 8000-8200

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.