
SLP Silencer for use with Arctic Cat 900 Twin Stock Pipe

P.N. 09-261

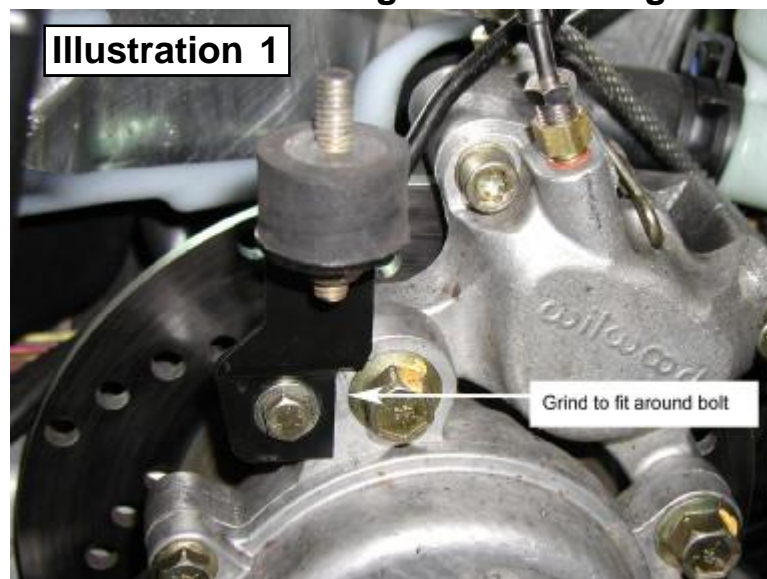
- 1- Remove stock pipe, and silencer. (Retain stock mounting hardware for silencer installation.)
 - 2- Remove stock silencer bracket from the chain case grind the bracket for chain case clearance. **(See illustration #1)** Then remount to the upper rear chain case bolt that holds the recoil rope guide in place.
 - 3- Using the stock mounting brackets install the SLP silencer and bolt to stock rubber insulators.
- NOTE:** For best performance we recommend that all connections be sealed with a silicone sealer such as Loctite 598 Ultra Black or equivalent.
- 4- Then reinstall stock pipe.
 - 5- Using the heat tape provided, cover the upper edge of the belly pan closest to the silencer.

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 can be bent in the direction needed to increase or decrease tension. Attach a vise grip firmly to the loop and bend.

Motor Mount Recommendation: SLP strongly recommends the use of Performance Trail motor mounts (#32-195) to minimize engine flex under acceleration. Testing has shown that stock motor mount's produce excessive, unwanted engine movement, creating drive to driven clutch misalignment under load. This clutch misalignment robs horsepower and prematurely wears out drive belts and clutches.

Air Box Recommendation: SLP recommends the use of an SLP High Flow Outside Draw Airbox Conversion Kit. This effectively transforms your stock intake and system will allow more cold air to reach the engine which translates into an increase in horsepower. This system also is less likely to plug when riding in deep snow.

Use Stock Jetting and Clutching



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