



## 1997-1998 POLARIS Twin 600/700 SINGLE PIPE SET P.N. 09-718

**Important: Read instruction carefully before installation.**

**Note:** Do not remove aluminum heat shield placed on the pipe. It has been placed there to reduce under hood heat and noise emissions and to improve performance.

**1-**Remove stock exhaust, Y-Pipe, silencer, and front pipe support bracket located on the inside of the mag shock tower. (Retain OEM springs for pipe installation)

**Note:** Use a silicone sealer such as Loctite 598 Ultra Black on all exhaust joints and to seal silencer to the belly pan outlet hole to prevent exhaust leakage for maximum horsepower.

**2-**Install the SLP Y-Pipe using OEM gaskets and fiber donut.

**3-**Place five pieces of heat tape over the top of the mag shock tower. Install pipe support bracket to the mag side shock tower using one large flange rivet through the bottom rivet hole from the OEM pipe support and the bottom hole on the SLP bracket. Using upper hole in the SLP bracket as a guide drill and rivet using one large flange rivet. Using the right outside hole in the SLP bracket as a guide, drill and rivet into place using one large head rivet and backing washer. (See Ill# 1) Place the OEM rubber insulator in the hole provided on top of the mag support bracket.

**Note:** The pipe can be adjusted up or down for best fit by either shaving some rubber off the top of the rubber insulator or by adding washers to the bottom of the rubber insulator.

**4-**Install SLP silencer. Spring into place using OEM springs. Install pipe and spring into place. Spring pipe to mag support bracket using one OEM spring. Reconnect hood cable to the center spring hook on the Y-pipe.

**Note:** Check tightness of clamps approximately every 100 miles for the first 300 miles then periodically after that.

### **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 using 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.

**Note:** Removal of pipe aluminum heat shield will void warranty.

**SLP Single Pipes for Polaris Twin 600/700 XC/SKS/RMK**

The SLP single trail pipe is designed to be most efficient when engine and pipe are at running temperature. This provides an extremely effective and dependable system for trail condition.

“Cold Shot,” which has been customary in years past when drag racing, is no longer effective with this pipe. Preheat engine thoroughly before expecting best performance.

Importance of proper clutching is also extremely critical. Due to the high torque nature of the SLP single pipe, stock clutching components are totally non-functional. Following the clutch tuning recommendations completely is mandatory for proper operation.

**Carburetor Tuning Specifications 700 XC/SKS/RMK****1997 Indy 700 RMK**

Pilot jet 55 (stock)  
Needle 1370J #4 (stock)  
Slide 5.0 (stock)  
Air screw 1 turn @

**1998 Indy 700 RMK**

Pilot jet 42 (stock)  
Needle 1371G #4 (stock)  
Slide 5.5 (stock)  
Air screw 1 turn @

**1997 Indy 700 XC/SKS**

Pilot jet 40 (stock)  
Needle 1370G #4 (stock)  
Slide 6.5 (stock)  
Air screw 1 turn @

**1998 Indy 700 XC**

Pilot jet 38 (stock)  
Needle 1368G #4 (stock)  
Slide 6.0 (stock)  
Air screw 1 turn @

	-20 & below	-20 to +10	+10 to +40	+40 & above
<u>Elevation</u>	<u>MAG/PTO</u>	<u>MAG/PTO</u>	<u>MAG/PTO</u>	<u>MAG/PTO</u>
0-3000'	200/198	195/190	188/185	182/178
3-6000'	188/182	185/182	178/175	172/168
6-9000'	180/178	175/170	168/165	165/162 *
9-12000'	168/165	165/160	160/158 *	155/152 *

**\*Note with Ported engines above 3000' use Keihen CEN needle.**

\*drop jet needle one position (raise E-Clip)

@Adjust air screw as needed for best throttle response at engagement RPM's.

For best **Throttle Response** use SLP **Boost Bottle** P.N. 22-35

## **SLP Single Pipe #09-718**

### ***RUNNING RPM 7600 to 8000***

#### **0' to 3000' Elevation**

Primary spring SLP Black/Red #40-68  
Primary weight 10-64 P.N. 1321585 (good), 67.5 Lighting Weight P.N. 40-39 (best)  
Secondary helix 52/34 Progressive style P.N. 40-52/34 or Dial-A-Spring P.N. 43-52/34  
Secondary spring Silver/Blue P.N. 7041646, pre load setting #2

#### **3000' to 5000' Elevation**

Primary spring SLP Black/Red #40-68  
Primary weight 10-62 P.N. 1321586 (good), 65 Lighting Weight P.N. 40-25 (best)  
Secondary helix 52/34 Progressive style P.N. 40-52/34 or Dial-A-Spring P.N. 43-52/34  
Secondary spring Silver/Blue P.N. 7041646, pre load setting #3

#### **5000' to 9000' Elevation**

Primary spring Dark Blue P.N. 7041526 (stock RMK) or SLP Black/Red #40-68  
Primary weight 10-60 P.N. 1321587  
Secondary helix P.N.44-48/36-Dial-A-Spring P.N.45- 48/36  
Secondary spring Black/Grey P.N. 40-10, pre load setting #2 (see note below)

#### **9000' to 12000' Elevation**

Primary spring Dark Blue P.N. 7041526 (stock RMK) or SLP Black/Red #40-68  
Primary weight 10-58 P.N. 1321588  
Secondary helix P.N.44-48/36-Dial-A-Spring P.N.45- 48/36  
Secondary spring Black/Grey P.N. 40-10, pre load setting #3 (see note below)

**Note:** drill out holes in stock helix and sliding sheave 7/32" in order to install Black/Grey spring.

**Timing Recommendation:** Stock timing and gearing for all models

**1998 Indy 600 RMK**

Pilot jet 45  
 Needle R1368G #2  
 Slide 6.0  
 Air screw 1/2 turn

	-20 & below	-20 to +10	+10 to +40	+40 & above
0-3000'	195* #3	192* #3	182* #3	178* #3
3-6000'	180 #2	178 #2	170 #2	165 #2
6-9000'	172 #2	168 #2	160 #2	158 #1
9-12000'	160 #2	158 #2	152 #1	148 #1

\*Turn air screw 1 turn.  
 # indicates E clip position

**1998 Indy 600 XC**

Pilot jet 45  
 Needle 1368G  
 Slide 6.5

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**Clutch Tuning 600 XC/RMK**

**RUNNING RPM 7600 TO 7900**

**0 - 3000' ELEVATION**

Primary Spring - Almond / Gold P.N. 7041645  
 Ramp - 10-62  
 Secondary Spring - Silver / Blue #2 Preload std. RMK  
 Secondary Helix - SLP #40-48/42/34  
 Gearing - XC 22/40 RMK 19/40

**3000 to 6000'**

Primary Spring - SLP Black/Red #40-68  
 Ramp - 10-60  
 Secondary Spring - Silver / Blue #2 Preload std. RMK  
 Secondary Helix - R-8 50/34 std. RMK  
 Gearing - XC 22/40 RMK 19/40

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**6000 to 9000'**

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Primary Spring - SLP Black/Red #40-68  
Ramp - 10-58  
Secondary Spring - Silver / Blue #2 Preload std. RMK  
Secondary Helix - R-8 50/34 std. RMK  
Gearing - XC 21/41 RMK 19/40

**9000' & Higher**

Primary Spring - SLP Black/Red #40-68  
Ramp - 10-56  
Secondary Spring - Silver / Blue #2 Preload std. RMK  
Secondary Helix - R-8 50/34 std. RMK  
Gearing - XC 21/41 RMK 19/40

**Specifications subject to change.**

Illustration 1

