



2000-01 POLARIS 800 RMK SINGLE PIPE SET P.N. 09-810 Installation Instructions 10/24/01

Important: Read instruction carefully before installation.

1-Remove stock exhaust, Y-Pipe, and silencer (Retain OEM springs and exhaust gaskets 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.

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.

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 located on the Mag side shock tower pipe support bracket.

Note: Check tightness of pipe heatshield 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 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.

Note Removal of pipe aluminum heatshield will void warranty.

Tuning Instructions

CLUTCH CHART

Altitude		DRIVE		DRIVEN		
		Clutch Spring	Shift Weight	Clutch Spring	Driven Helix (Good)	Driven Helix (Best)
Meters (Feet)	0-900 (0-3000)	SLP Grn/Yel 40-73	10-66	Silver/Blue 7041646		SLP 50/42/34 40-50/42/34 43-50/42/34
	900-1800 (3000-6000)	SLP Blue/Red 40-71	10-64	SLP Yel/Purple 40-65	R-8 # 2	SLP 50/36 Mountain 44-50/36 #1
	1800-2700 (6000-9000)	SLP Blue/Red 40-71	10-62	SLP Yel/Purple 40-65	R-8 # 3	SLP 50/36 Mountain 44-50/36 45-50/36 # 1
	2700-3700 (9000-12000)	SLP Blue/Red 40-71	10-60	SLP Yel/Purple 40-65	R-8 # 3	44-50/36 w/1 shim # 2

Runnng RPM
-
7800-8100

JETTING CHART for 2000 RMK Models Stock Air Box

Altitude		AMBIENT TEMPERATURE			
		Below -20°F Below -29°C	-20° to +10°F -29° to -12°C	+10° to +40°F -12° to +5°C	Above +40°F Above 5°C
Meters (Feet)	0-900 (0-3000)	MAG 500 PTO 480 #5	MAG 470 PTO 450 #5	MAG 440 PTO 420 #4	MAG 420 PTO 400 #3
	900-1800 (3000-6000)	MAG 430 PTO 410 #3	MAG 400 PTO 380 #3	MAG 380 PTO 350 #3	MAG 360 PTO 340 #2
	1800-2700 (6000-9000)	MAG 350 PTO 330 #3	MAG 330 PTO 310 #3	MAG 310 PTO 290 #2	MAG 290 PTO 270 #2
	2700-3700 (9000-12000)	MAG 320 PTO 300 #3	MAG 300 PTO 280 #2	MAG 280 PTO 260 #2	MAG 270 PTO 250 #2

Pilot Jet - 55 (stock)
 Needle- Stock 9EFY2-61
 Fuel Screw- 2.5
 Air Jet- (.9) Stock

Fuel Requirement: With present fuel quality, SLP recommends a minimum of 91 octane non-ethanol pump fuel for all snowmobiles when running at or above the specified elevation. If you want to run your sled at an elevation lower than recommended for the heads you are using, you must use a race gas/91 octane mixture in order to realize full power and avoid engine damage. SLP technicians can recommend the mix ratio that will work for you. Always buy your fuel from name brand high traffic stations that have fairly new tanks. If you notice your spark plugs loosening, breaking the porcelain or changes in electrode to ground gap it probably means that you have received some low octane fuel or your timing is set incorrectly. ***If you are in an area where fuel quality is questionable and/or detonation symptoms are present, it is recommended to run 2 gallons of 100 octane aviation fuel or race gas to every tank.***

NOTE: For ethanol based fuel increase one main jet size

Jetting Chart for 2001 RMK Stock Head and Stock Air Box

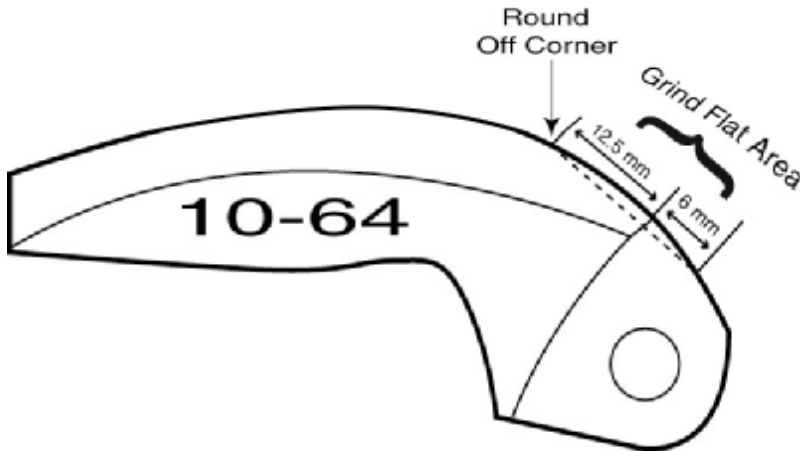
Altitude		Ambient Temperature			
		Below -20° F Below -20°C	-20° to +10° F -29° to -12° C	+10° F to +40° F -12° C to +5° F	Above 40° F Above 5° C
Meters (Feet)	0-900 (0-3000)	MAG 560 PTO 560 #4	MAG 540 PTO 540 #4	MAG 490 PTO 480 #4	MAG 470 PTO 460 #4
	900-1800 (3000-6000)	MAG 460 PTO 440 #3	MAG 430 PTO 410 #3	MAG 410 PTO 380 #3	MAG 390 PTO 370 #3
	1800-2700 (6000-9000)	MAG 400 PTO 380 #3	MAG 370 PTO 350 #3	MAG 340 PTO 320 #3	MAG 320 PTO 300 #3
	2700-3700 (9000-12000)	MAG 360 PTO 340 #3	MAG 330 PTO 310 #2	MAG 310 PTO 290 #2	MAG 300 PTO 280 #2

0-3000'
 Pilot Jet - 50
 Needle - 9EFY2-61
 (Stock)
 Fuel Screw - Adjust for
 best throttle response
 Air Jet - .7 (stock)

3000' and Higher
 Pilot Jet - 55 (stock)
 Needle - 9EFY8-61
 (Stock)
 Fuel Screw - Adjust for
 best throttle response
 Air Jet - .7 (stock)

Clutching Chart For Ported 2001 RMK 800

Clutch Chart		DRIVE		DRIVEN	
Altitude		Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
Meters (Feet)	0-900 (0-3000)	*	*	*	*
	900-1800 (3000-6000)	SLP Blue/Red 40-71	10-66 with engagement flat grind	SLP Yel/Purple 40-65	SLP 50/36 Mountain 44-50/36 #1
	1800-2700 (6000-9000)	SLP Blue/Red 40-71	10-64 with engagement flat grind	SLP Yel/Purple 40-65	SLP 50/36 Mountain 44-50/36 45-50/36 #3
	2700-3700 (9000-12000)	SLP Blue/Red 40-71	10-62	SLP Yel/Purple 40-65	44-50/36 w/1 shim #3



Altitude		Ambient Temperature			
		Below -20 F° Below -20 C°	-20 to +10 F° -29 to -12 C°	+10 F to +40 F° -12 C to +5 F°	Above 40 F° Above 5 C°
Meters	0-900 (0-3000)	*	*	*	*
	900-1800 (3000-6000)	MAG 540 PTO 540 #4	MAG 500 PTO 500 #4	MAG 480 PTO 480 #3	MAG 460 PTO 460 #3
	1800-2700 (6000-9000)	MAG 480 PTO 480 #3	MAG 440 PTO 440 #3	MAG 410 PTO 410 #3	MAG 390 PTO 390 #3
	2700-3700 (9000-12000)	MAG 430 PTO 430 #3	MAG 400 PTO 400 #2	MAG 380 PTO 380 #2	MAG 370 PTO 370 #2

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.