



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

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## **SLP Single Pipe Set for 2007 Arctic Cat M1000**

**P.N. 09-876**

### **Kit Contents:**

1 - Silencer	1 - Spring Tab	1 - Large Head Rivet
1 - Short Spring	1 - Zip Tie	1 - 30" Reflective Heat Tape
1 - Y-Pipe	1 - Single Pipe	

### **Read instructions carefully and completely before attempting installation.**

1. Remove stock pipe, silencer, and y-pipe. (Retain stock mounting hardware for pipe installation.)
2. Using a 3/16" drill bit, drill out the top inside rivet from outlet deflector. Rivet the supplied spring tab into place so it is pointing in the 3 o'clock position (see illustration #1)
3. Remove rubber insulator from the stock silencer hanger and install on the SLP silencer (see illustration #2).
4. Run a bead of high temp silicone such as Permatex Ultra Black 598 around the stock outlet hole (see illustration #1).
5. Install SLP silencer and mount into place using the stock washer and hair pin clip. Using the supplied spring, spring from the spring tab to the silencer.
6. Apply heat tape to the right side of the fuel tank (see illustration #3).
7. Install SLP y-pipe and pipe on the exhaust temperature probe use anti-seize compound on the threads.
8. Zip tie the coolant overflow hose to the gas tank (see illustration #3).
9. The two inner lower (front) tabs for the left hood screen will need to be removed and relocated to the tab in the center of the screen (see illustration #4). Cut the inner lower hood tabs flush with the hood.

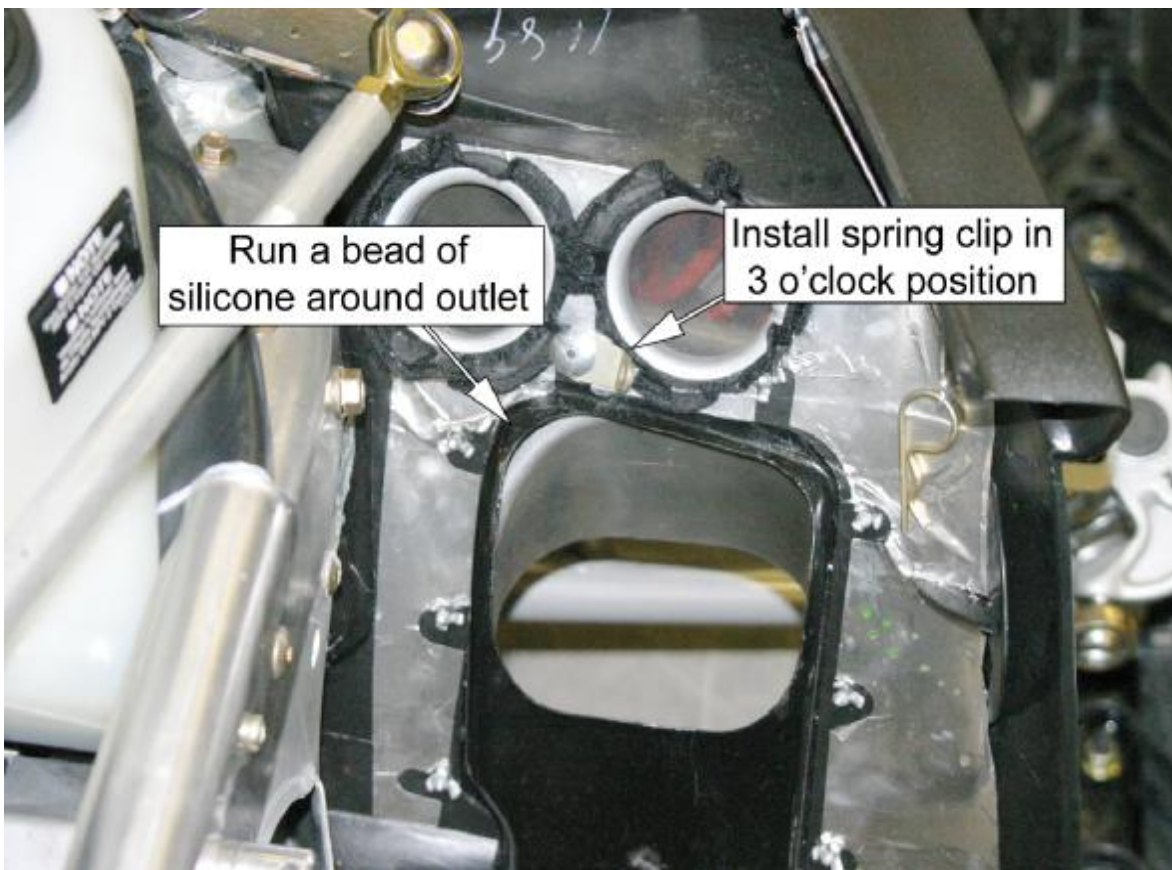
### Spring Tension Adjustment:

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.

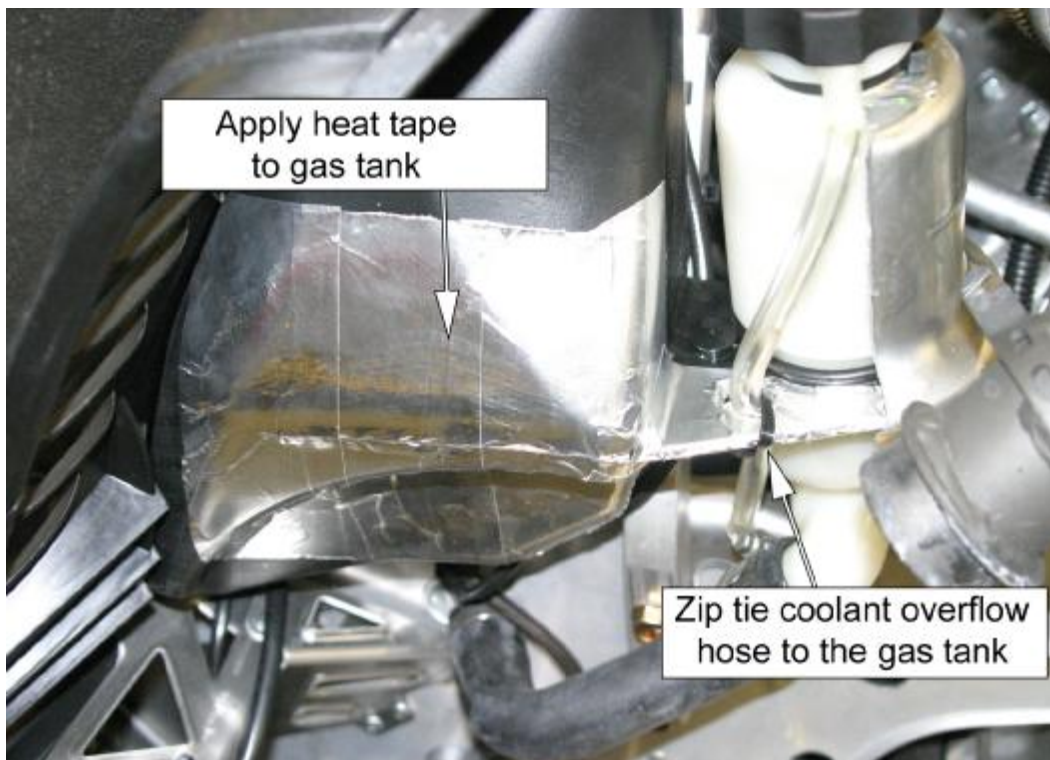
### Illustration #1



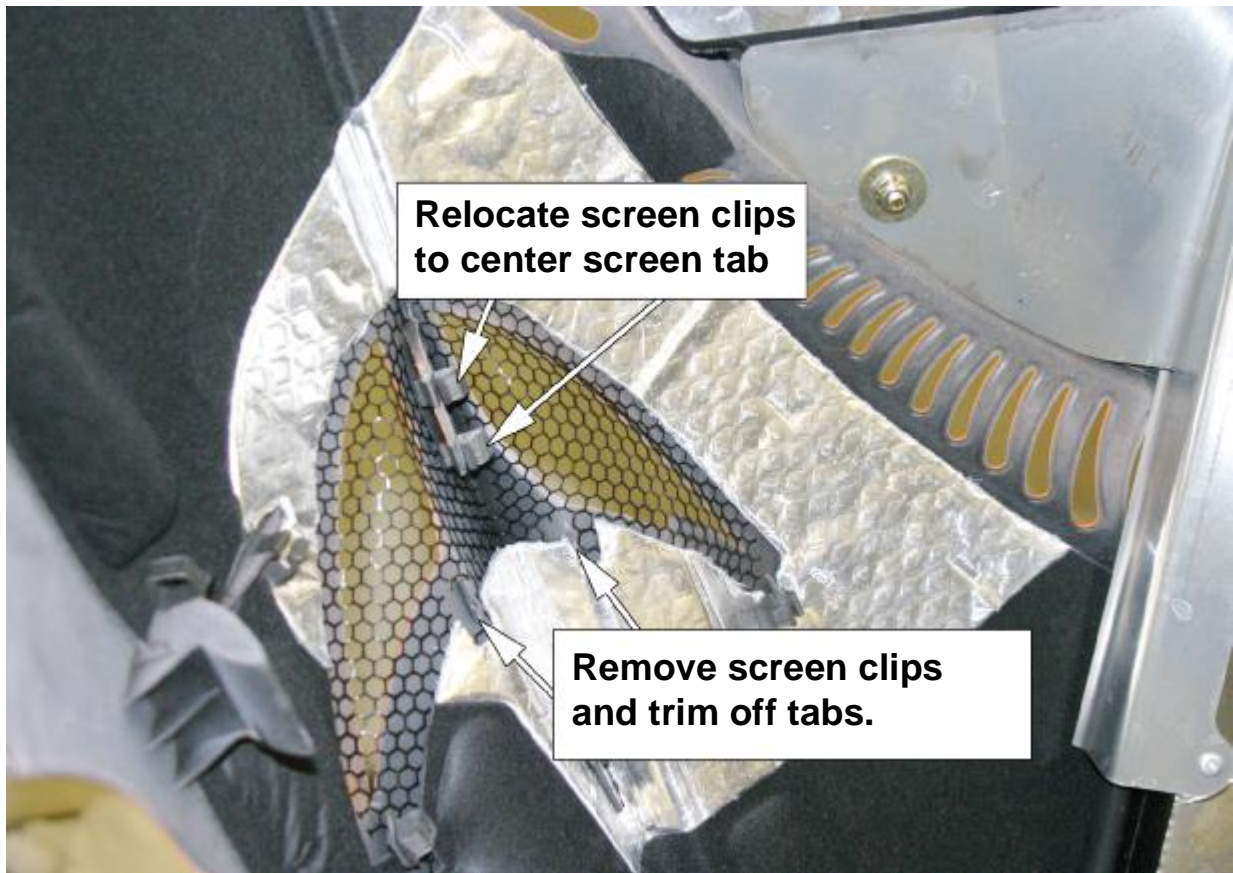
## Illustration #2



## Illustration #3



## Illustration #4



### **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.

# Fuel Map Guideline

## Arctic Cat M-1000 EFI with SLP SLP Single Pipe Set using BoonDocker™ Performance Control Box

**Important Note:** The following information is given as a guideline only. The fuel map listed was attained using a 2007 M-1000 stock engine, stock airbox, with SLP Single Pipe. Fuel used was premium 91 octane non oxygenated.

SLP recommends that you start at a richer setting than what is listed below and lean down as needed for best performance using plug color as a guideline. Exhaust temperature gauges can also be used as a tuning aid, but due to differences in gauges, probes, probe position as well as many other engine variables you must first establish a relationship between plug color and exhaust gas temperature.

**Fuel:** Minimum 91 octane pump fuel. Fuels containing ethanol or oxygen carrying additives will require more fuel than non oxygen carrying fuels.

RPM	LO	MID	HI	TRIM
3000	00	00	00	00
5000	00	05	00	00
6500	00	02	02	00
7200	00	-05	-05	00
7500	00	-06	-07	00
7800	00	09	13	00

## Arctic Cat 1000 Clutching Chart

Altitude (feet)	Drive Clutch		Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
3000-6000 ft	SLP Black / Yellow #40-67	SLP MTX 68g #40-116 2g inner hole 2g outer hole	(Stock)	(Stock)
6000-8000 ft	SLP Black / Yellow #40-67	SLP MTX 68g #40-116 2g rivet in the outer hole	(Stock)	(Stock)
8000-10000 ft	SLP Black / Yellow #40-67	SLP MTX 68g #40-116 no rivets	(Stock)	(Stock)

## Running RPM 7600-7800