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Performance Standards!"*

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SLP Single Pipe for 2008 Polaris 800 RMK Part # 09-878

Kit Contents:

- | | | |
|---------------------------------|--|--------------|
| 1 - 1/8" Pipe Adjustment Washer | 1 - Medium Spring | 3 - Zip Ties |
| 2 - 30" Reflective Heat Tape | 1 - Exhaust Gas Temperature (EGT) probe resistor | |
| 1 - Spring Tab | 1 - Large Head Rivet | |

Important: Read instructions carefully before installation.

Note: Do not remove banding placed on the mid section of each pipe. It has been placed there to reduce noise emissions, improve performance and reliability.

1. Remove stock exhaust pipe, silencer, and y-pipe (retain OEM springs and gaskets for pipe installation).
2. Install SLP silencer onto the stock silencer support bracket and spring into place using 3 stock short springs. Install SLP Y-Pipe.
3. Remove the insulation from the right front of the hood. Cover area of the hood where the insulation was removed with reflective heat tape(see illustration #1).
4. Remove air plenum under the hood headlight by removing the 5 screws that hold it into place. Cut the zip ties that hold the wire loom to the hood.
5. Run the wire loom up the left side of the hood to the inside of the hood foam. Remove the upper plastic rivet on the hood vent. Using the three zip ties provided, fasten wire loom to the hood. Use the hole in the hood vent rivet hole for one of the zip ties (see illustration #2).
6. Using a razor knife notch out a 3/4" slot in the air plenum for the wire loom. Then install the plenum using 5 stock screws.
7. On the right side of the bulkhead cross member support (see illustration #4) measure up 1" and 1/2" to the front of the sled and drill a 3/16" hole. Rivet the spring tab into place using the large head rivet (provided) with the spring tab pointing up.
8. Exhaust gas temperature probe resistor installation. Unplug EGT probe wire at the harness. Connect supplied resistor to wire harness connection and reconnect EGT probe (see illustration #3).
9. Install the SLP single pipe and spring into place using 4 stock springs on the head pipe and 2 stock springs on the stinger. Install the exhaust temperature probe into the pipe using anti-seize compound on the threads. Use a silicone sealer such as Loctite 598 Ultra Black on the pipe to silencer joint and from the silencer outlet to bellypan for a good seal. Spring the pipe to the stock pipe support bracket on the out

side of the pipe and 1 medium spring on the inside (see illustration #4). If the pipe needs to be adjusted for belly pan or hood clearance (1/8") washer can be added or removed from the stock rubber mushroom.

SLP recommends the use of, SLP High-Flow™ Intake Kit part # 14-128

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

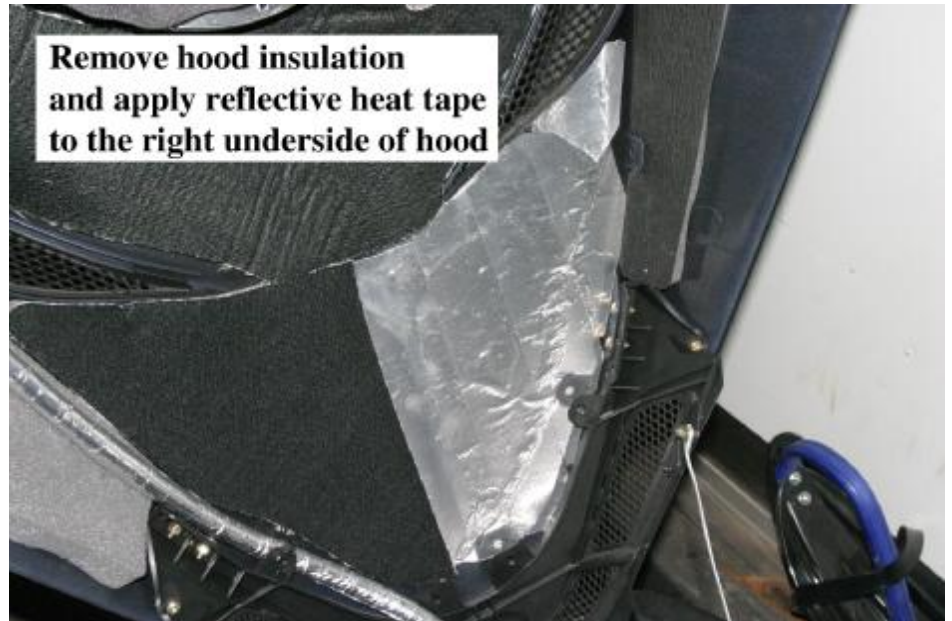


ILLUSTRATION #2



ILLUSTRATION #3

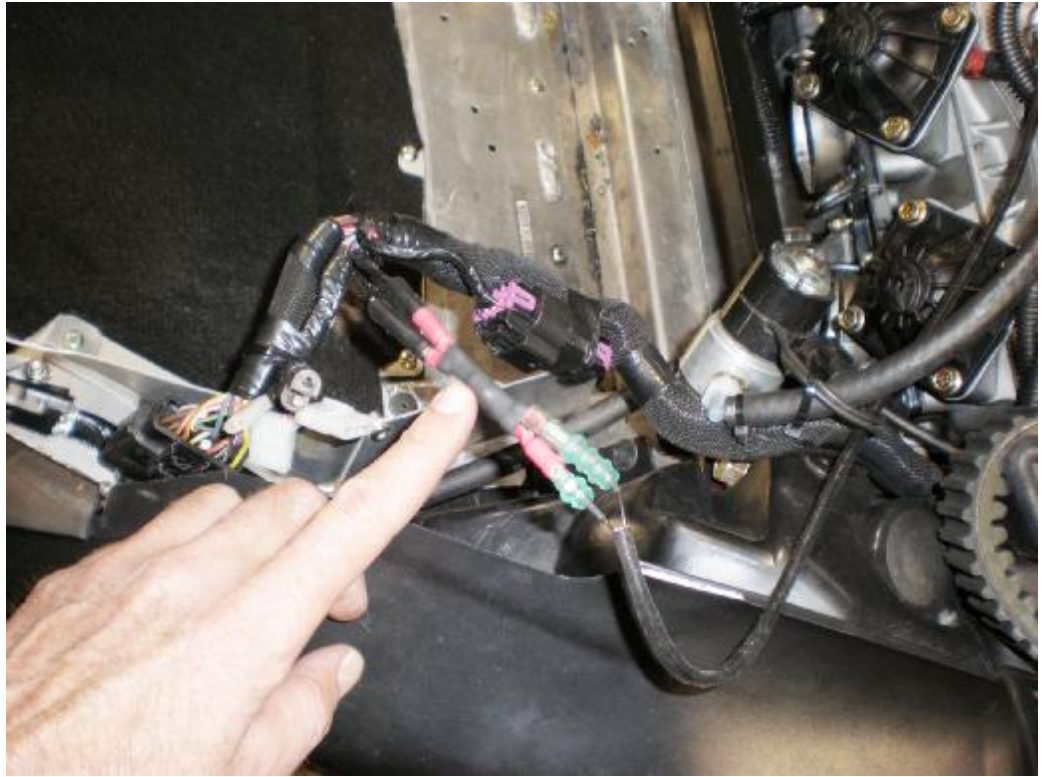
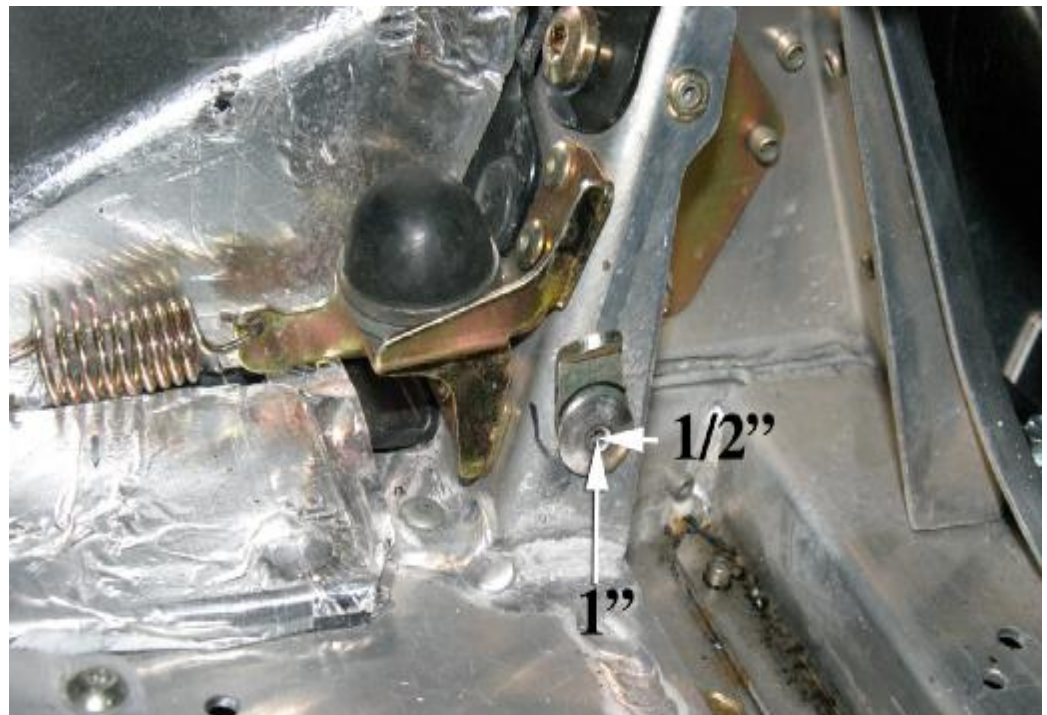


ILLUSTRATION #4



Polaris 800 Dragon RMK with SLP Single Pipe

Fuel Requirement: With EGT resistor installed, this pipe is compatible with the stock ECU on 2008 models for all elevations. It is also compatible with the stock ECU when used in combination with SLP High Flow™ Intake Kit (part #14-128) 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 an ECU modification.

Fuel Octane Requirement: Minimum 91 octane pump fuel. Fuels containing ethanol or oxygen carrying additives will require more fuel than non oxygen carrying fuels and may require the use of an EFI Control Box.

Clutching for Polaris 800 Dragon RMK

Altitude (feet)	Drive Clutch		Driven Clutch	
	Clutch Spring	Shift Weight	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)
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)
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)
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)

Running RPM 8100-8300

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.