



## SLP Boost Bottle

### Installation Instructions

- 1) Remove air box from sled.
- 2) Remove carbs from carb adapters (carb boots).
- 3) Remove carb adapters from reed cage.
- 4) Using an "Exacto" type razor knife, cut the plug out of the snorkel tubes in the top of the carb adapters or use a 1/4" track drill to drill three offset holes in each snorkel tube. Some models will have a plastic reed stuffer. Continue holes through this plastic also.
- 5) Replace carb adapters, carbs, and air box.
- 6) Using two of the nylon straps provided, secure the Boost Bottle to the snorkel tubes.

**22-42**  
1998-2000 600/700 Twin  
2001 700 SKS  
Big Block Engine

**\*\*Warning: Severe engine damage may result if clamps or hoses rub on the Boost Bottle. Due to the vibration of the engine, contact between parts can cause wear and possible oil or air leaks**

### Sleds Equipped with Keihin Carburetors

**Carb Tuning:** The boost bottle, when installed, will cause the idle speed to increase. For example, if it idles at 1600 RPM, when the bottle is installed the idle may increase to 2500 RPM. This is caused by insufficient puddled fuel being converted to efficient atomized fuel by the boost bottle. A good thing! Seldom ever does the pilot jet require changing when a bottle is installed. To adjust properly the following must be done: 1) Idle must be reduced to proper RPM level by adjusting the throttle cable on Keihin carbs and slide synchronization down to 1600-1800 RPM. If you try to reduce idle speed with the air screw adjustment or pilot size and not by cable adjustment, the optimum performance will not be achieved. 2) Air screw adjustment needs to be adjusted at running temperature to achieve the best throttle response. Air screw adjustment range is 1/2 turn (rich) to 2 1/2 turns out (lean). Testing at different settings will be worth while to accomplish the best performance instead of just "setting to a given spec." This way you can adjust for your particular atmosphere.

**Air Screw Adjustment Procedure:** Tuning span for air screw is 1/2 turn to 2 1/2 turns. For the best performance for your atmosphere adjust as recommended in this section. Adjust air screw to 1/2 turn, bring engine to running temperature, accelerate to test throttle response, turn out air screw additional 1/2 turn, accelerate. Repeat procedure 1/2 turn at a time to find best throttle response out to 2 1/2 turns. Adjust to where it responded best.

**Too Lean Condition:** In rare cases if the idle rpm is too high or drops too slowly to idle, even with air screw at 1/2 turn, increase pilot jet by one size. Then finish with air screw adjustment procedure.