



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) Install SLP Boost Bottle into carb adapter snorkel tubes.
- 7) Using two of the nylon straps provided, secure the Boost Bottle to the snorkel tubes.
- 8) Carefully wrap the remaining nylon strap around the center section of the Boost Bottle and the coolant bypass hose. Tighten nylon straps just enough to pull the Boost Bottle towards the engine 1/8 of an inch, leaving space between the Boost Bottle and the coolant bypass hose. Make sure the Boost Bottle does not rub on the coolant bypass hose or hose clamp.

22-55
2000 800 RMK
2001-04 700/800 XC/RMK

****NOTE: Pulling Boost Bottle towards the engine more than 1/8 of an inch could put extra stress on carb snorkel tubes.**

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

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 idle screw on Mikuni carbs to 1600-1800 RPM. If you try to reduce idle speed with the air screw adjustment or pilot size and not idle adjustment, the optimum performance will not be achieved. 2) Fuel screw adjustment needs to be adjusted at running temperature to achieve the best throttle response. Fuel screw adjustment range is 1/2 turn (lean) to 2 1/2 turns out (rich). 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.