



“Setting the World’s Performance Standards”

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Part # 09-321

SLP Lightweight Silencer for 2017-18 G4 Ski Doo 850

Parts List:

- 7 - 7” Insulated Heat Tape (Part #090-29)
- 5 - 30” Reflective Heat Tape (Part #090-31)
- 1 - Inner Aluminum Heat Shield (Part #091-6057)
- 3 - 3/16” Rivets (Part #999-0054)
- 1 - Outlet Plate (Part #091-6056)
- 1 - Anti-Seize (Part #090-0146)
- 2 - Zip Ties (Part #999-5431)
- 1 - Heat Sleeve (Part #09-38)

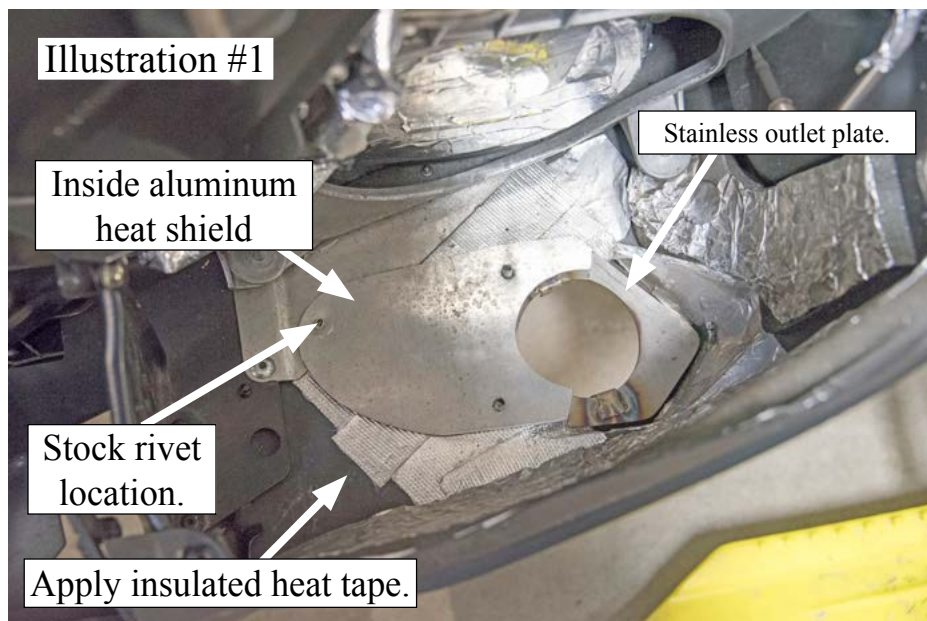
Step 1: Remove Hood, Side Panels and OEM Silencer (retain all hardware).

Step 2: Apply insulated heat tape onto inside of belly pan at rear of outlet hole (see Illustration #1).

Step 3: Using a 3/16” drill bit remove stock rivet behind the outlet (see Illustration #1). Install outlet plate from the bottom of sled into the outlet hole. Notched corners align with the flat of the belly pan and rear hole aligns with the hole from the removed rivet.

Step 4: Using the outlet plate as a guide, holding the plate tight against the belly pan. Drill outer 2 holes using a 3/16” drill bit.

Step 5: Install inner aluminum heat shield inside of belly pan aligning with the 3 holes and rivet into place.



Step 6: Apply heat tape to inside of belly pan along the side where the side panel connects and along the side panel where it connects to the belly pan (see Illustration #2 and #2a)

Step 7: The probe connector will need to be removed from the inside of the front bumper and relocated to the side of the belly pan. Run the wires under chassis cross braces. Measure from the bolt connecting the right side fender to the nose cone, 1” forward and 1/2” down. Drill a 3/16” hole and use the provided zip tie to install the probe to the belly pan (see Illustration #3). Cover silencer probe wire with heat tape.

Step 8: Disconnect speedo wire plug. Slide insulated heat sleeve onto speedo wires. Reconnect plug and straighten the insulated sleeve so that it covers the speedo wires completely in the exposed areas from the bottom side of the chaincase to the top front of the chaincase. Use zip ties to tie wires to the chaincase. Apply heat tape to the recoil housing, chaincase fill cap and tube (see Illustration #4).

Note: SHOT equipped sleds need to have the box removed from the chaincase. The front and the side of the box needs to be covered in insulated heat tape. Then cover the insulated heat tape with reflective heat tape. (see Illustration #5).

Step 9: Heat tape upper frame support. This support has overflow lines running down it (see Illustration #3)

Step 10: Remove stock rubber dampers from stock silencer and reinstall onto SLP Silencer. The upper damper needs the metal stem installed onto it.

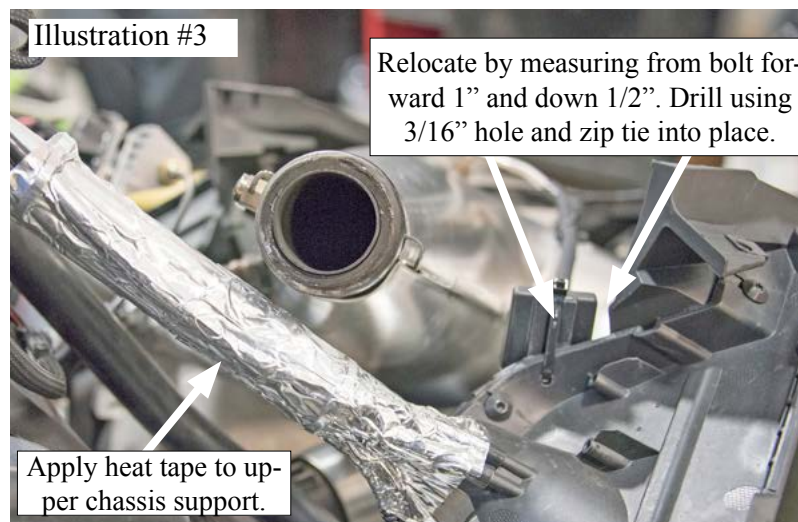
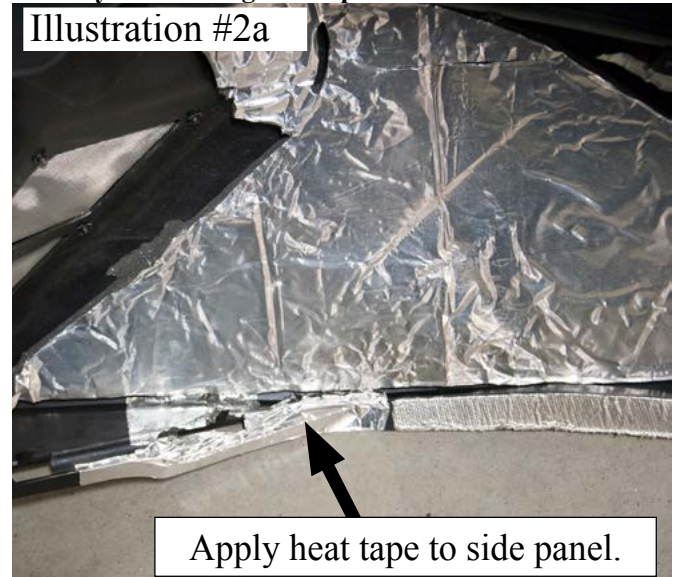
Step 11: Install SLP Silencer into the sled using the stock 6mm bolt, torque to 7 Nm (62 lb-in), with spring in the upper mount and stock springs from the pipe to the silencer.

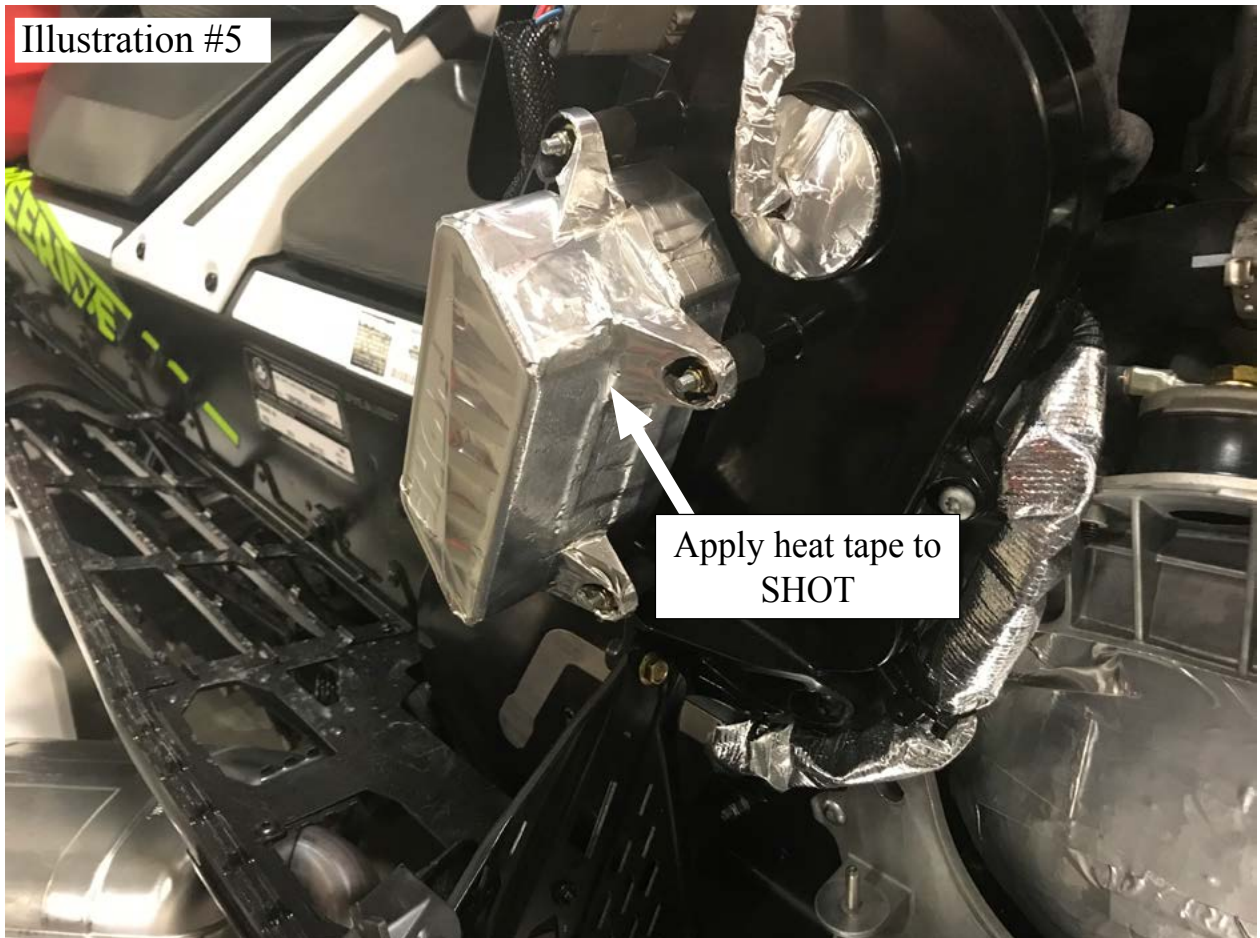
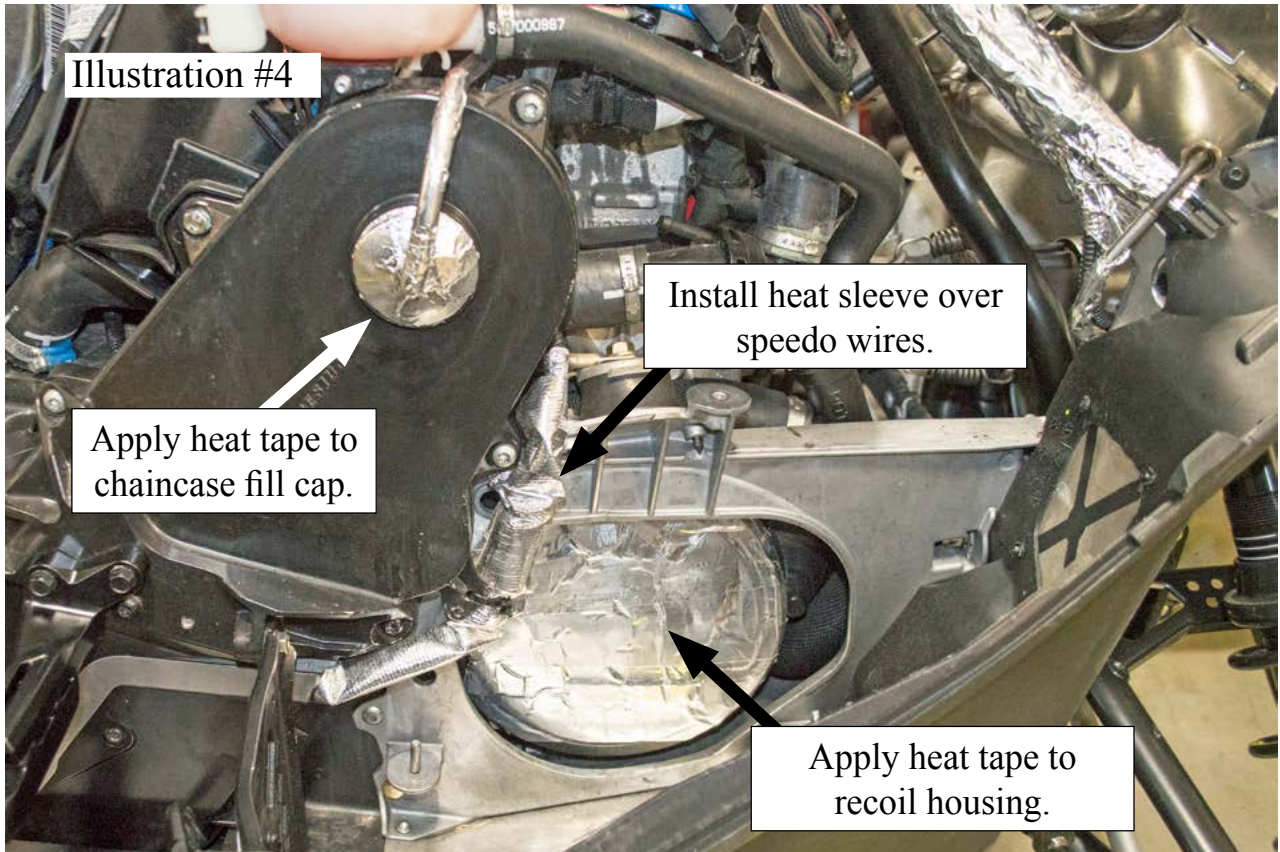
NOTE: Use anti-sieze on silencer probe and torque to 45 Nm (33 lbs-ft).

Step 12: Re-install hood and side panels.

SLP Exhaust Side Hot Air Elimination Kit (Part #32-639) HIGHLY RECOMMENDED.

If the sled is held wide open or ridden hard, especially in deep snow for an extended period of time. Make sure to stop and open the side panel to let heat out periodically. SLP will not warranty heat damaged components.





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 inspected 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.

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.