



015-09319

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SLP Lightweight Silencer for Polaris: 2015-18 800 Axys Models & 2016-18 600 Pro-RMK P/N 09-319

Parts List:

- | | |
|------------------------------------|--------------------------------------|
| 1 - Spring Tab (#090-697) | 4 - Medium Springs (#090-47) |
| 1 - 30” Heat Tape (#090-31) | 1 - Spring Tab Bracket (#092-0455) |
| 1 - Instruction Sheet (#015-09319) | 1 - SLP Silencer (#090-319) |
| 1 - SLP Sticker (#60-60) | 1 - Silicone Outlet Seal (#091-4095) |

Installation Instructions:

1. Remove side panels, hood and silencer (retain all stock hardware).
2. Remove the front upper bolt on the bulkhead (see illustration #1). Slide the supplied spring tab onto the bolt and reinstall with the spring hook pointing straight up.

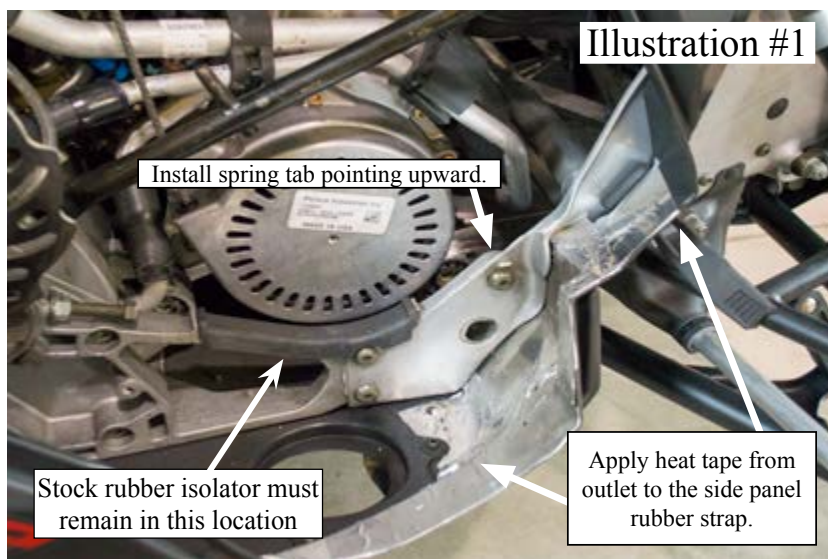
3. Remove the locknut and stock spring tab from the **upper right rear front bumper mount (see illustration #2)** and install supplied spring tab bracket. The bracket should be flush to the engine side of the front bumper and the bend of the bracket should be flush with the underside of the bumper (see illustration #2). Re-install stock spring tab pointing up and locknut.

4. Install heat tape from the silencer outlet forward to the rubber strap for the side panel (see illustration #1).

Note: Make sure the rubber isolator remains on the lower bulkhead silencer mounting location. (see illustration #1)

5. Install stock grafoil seal on pipe outlet.

6. Install SLP Silicone Outlet Ring onto the outlet of the silencer (see illustration #3). Install silencer into sled aligning the silicone seal so that it insets into the stock outlet rubber with

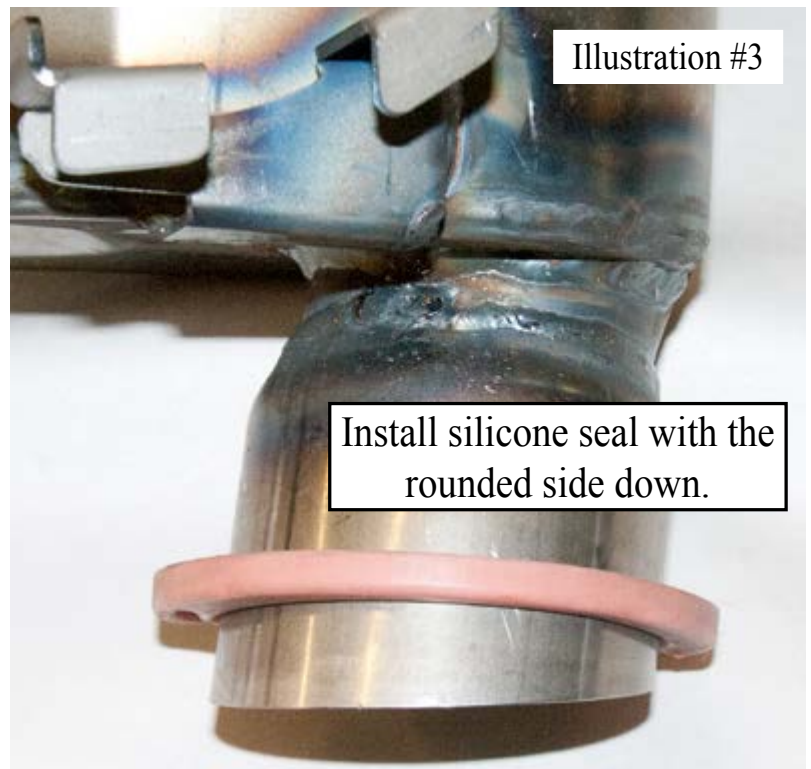
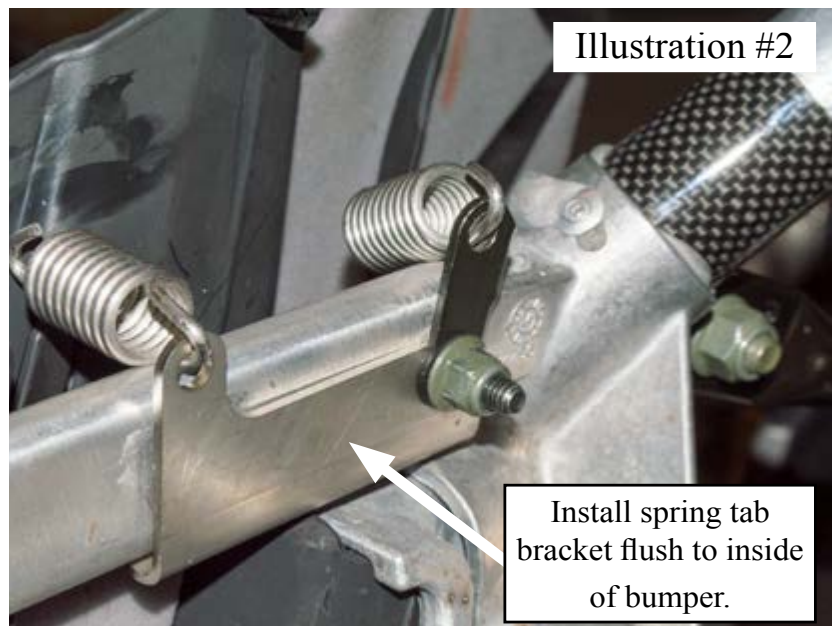


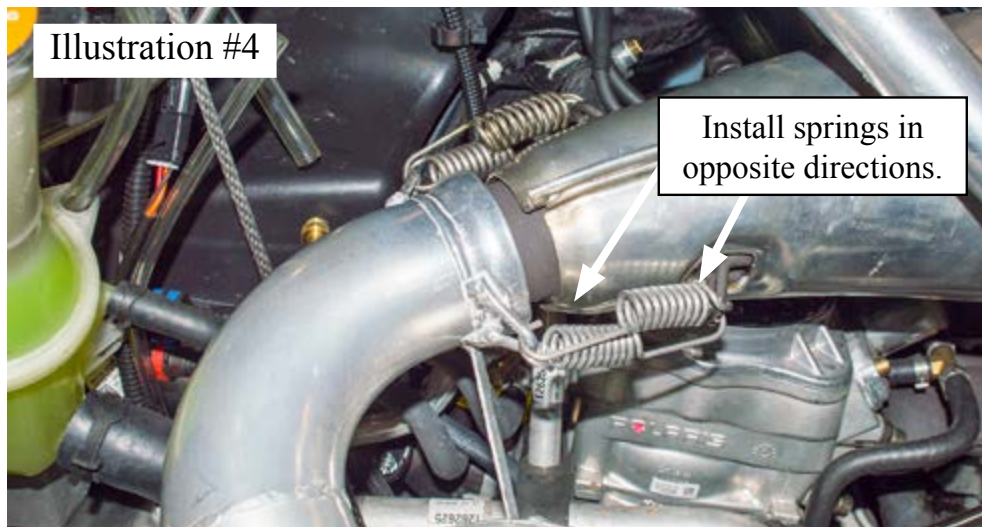
rounded edge down (see illustration #3). Use the four medium springs supplied to spring the pipe to the silencer (see illustration #4). Use one short stock spring to spring the bottom of the silencer to the spring tab installed in step 2. Use the long stock spring that hooks around the chassis

support to spring to the top of the silencer. Use 2 short springs to spring the pipe to the stock spring tab and the SLP pipe spring bracket.

Note: When installing the silencer, the top of the silencer will need to be tipped towards the outside of the snowmobile as it is slid into the outlet and silencer support bracket. After silencer is installed check under the sled to make sure SLP outlet seal and stock rubber seal are not over the outlet of the silencer. Apply a high temp silicone sealer such as Permatex® UltraBlack® (PX#82180) or Loctite® RTV Silicone 598™ to glue silicone seal to silencer and stock outlet.

7. Reinstall hood and side panels.





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.

Recommended Clutching for 2015-18 Polaris 800 Axys

Rush & Switchback with SLP Lightweight Silencer

Important: The following clutching information has been thoroughly tested and is highly recommended for proper performance and reliability. Primary weights, drive spring and driven spring must be changed according to the chart if applicable for your elevation. Running any combination other than recommended may cause poor, inconsistent performance.

Altitude (feet)	Drive Clutch			Stock TEAM TSS-04 Driven Clutch		TEAM Tied Clutch	
	Clutch Spring	Shift Weight		Clutch Spring	Driven Helix	Clutch Spring	Tied Helix
		MTX™	Magnum Force™				
0-3000' (0-900m)	SLP Green / Pink SLP# 40-77	SLP# 40-84 (71g) 2g rivet inner hole 2g rivet outer hole	N/A	Blue / Black (Stock)	58/44.36 (Stock)	TEAM Ind. Black / Red SLP# 50-42	TEAM Ind. 64 / 60F SLP# 50-224
3-6000' (900- 1525m)	SLP Blue / Red SLP# 40-71	SLP# 40-83 (68g) 3g rivet inner hole 1g rivet outer hole	N/A	Blue / Black (Stock)	58/44.36 (Stock)	TEAM Ind. Black / Red SLP# 50-42	TEAM Ind. 64 / 60F SLP# 50-224
6-8000' (1525- 2743m)	SLP Blue / Red SLP# 40-71	SLP# 40-83 (68g) 1g inner hole 1g rivet outer hole	N/A	TEAM Ind. Black / Purple SLP #50-55	58/44.36 (Stock)	TEAM Ind. Black / Red SLP# 50-42	TEAM Ind. 64 / 60F SLP# 50-224

Note: Test sled was a 2015 Polaris 800 Axys Switchback Pro S with stock gearing.
Running RPM 8200-8300

Recommended Clutching for 2016-18 Polaris 800 Axys

Pro RMK, RMK Assault & SKS with SLP Lightweight Silencer

Important: The following clutching information has been thoroughly tested and is highly recommended for proper performance and reliability. Primary weights, drive spring and driven spring must be changed according to the chart if applicable for your elevation. Running any combination other than recommended may cause poor, inconsistent performance.

Altitude (feet)	Drive Clutch			Stock TEAM TSS-04 Driven Clutch	
	Clutch Spring	Shift Weight	Magnum Force™	Clutch Spring	Driven Helix
0-3000' (0-900m)	SLP Green / Pink SLP# 40-77	MTX™ SLP# 40-84 (71g) 2g rivet inner hole 2g rivet outer hole	N/A	Black (Stock)	40 Straight (Stock)
3-6000' (900- 1525m)	SLP Blue / Red SLP# 40-71	SLP# 40-83 (68g) 3g rivet inner hole 1g rivet outer hole	SLP# 40-150 (60.7g) 4 Set Screws 1 Lock Set Total: 66.1g	Black (Stock)	40 Straight (Stock)
6-8000' (1525- 2743m)	SLP Blue / Pink SLP# 40-76	SLP# 40-83 (68g) 1g inner hole 2g rivet outer hole	SLP# 40-150 (60.7g) 3 Set Screw 1 Lock Set Total: 64.9g	Black (Stock)	40 Straight (Stock)
8-10,000' (2743- 3048m)	SLP Blue / Pink SLP# 40-76	SLP# 40-83 (68g) inner hole empty 2g outer hole	SLP# 40-150 (60.7g) 1 Set Screw 1 Lock Set Total: 62.5g	Black (Stock)	40 Straight (Stock)
10,000' - 12,000' (3048- 3658m)	SLP Blue / Pink SLP# 40-76	SLP MTX™ 68g SLP# 40-83 inner hole empty 1g outer hole	SLP# 40-150 (60.7g) Empty Total: 60.7g	TEAM Ind. Black / Purple SLP #50-55	40 Straight (Stock)

Running RPM 8200-8300