



*"Setting the World's
Performance Standards!"*



743 E. Iona Rd. Idaho Falls, ID 83401, (208)529-0244 Fax (208)529-9000

SLP PART #09-8000

ATTENTION DEALER

**PLEASE PROVIDE YOUR CUSTOMER WITH THE
INSTALLATION AND INSTRUCTION DATA THAT IS
SUPPLIED IN THIS PACKET FOR THIS PRODUCT.**

Before you begin, please read the following:

The information contained in the instruction sheet supplied with this products is intended to provide complete setup and tuning specifications needed to have successful installation. It also acts as a reference guide for future tuning for altitude and temperature differentials. Varying from these standards can reduce performance and/or dependability.

Please read the following instructions for best results.

If you are experiencing difficulty after completely following the setup instructions, SLP technical assistance is available online at the SLP website:

www.startinglineproducts.com

or by phone at 208-524-3397



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SLP Single Pipe Set for 2012-16 Arctic Cat 800

P.N. 09-8000

Effective Date:10-28-15

Kit Contents:

- | | | |
|--|-----------------------------|-----------------------------|
| 1 - Silencer (#090-80003) | 1 - Grafoil Seal (#090-747) | 1 - Y-Pipe (#090-8990) |
| 1 - Anti-Seize (#090-0146) | 1 - Rivet Washer (#090-44) | 1 - Single Pipe (#090-8991) |
| 8 - Allen Head Bolts (#090-699) | 1 - 3/16" Rivets (#090-42) | 1 - Spring Clip (#090-697) |
| 4 - 30" Reflective Heat Tape (#090-31) | | 1 - Cable Tie (#999-5431) |
| 1 - 13" Insulated Heat Reflective Sleeve (#998-1412) | | |
| 6 - 7" Insulated Heat Tape (#090-29) | | |
| 1 - 91 Octane Fuel Recommend Sticker (#60-38) | | |

Read instructions carefully and completely before attempting installation.

Note: Do not remove banding placed on the mid section of the pipe. It has been placed there to improve performance, reliability, and reduce noise emissions. Check tightness every 100 miles for the first 300 miles and periodically thereafter.

1. Remove hood and side panels from the sled. Carefully remove EGT probe from pipe. Remove stock pipe, silencer, y-pipe, y-pipe cylinder studs, and aluminum heat shield. (Retain stock springs, gaskets and rubber silencer supports for pipe installation.)
2. Apply 3 strips of insulated heat tape to the concaved area on the bottom of the hood, then cover with reflective heat tape (see illustration #1).
3. Apply 3 strips of insulated heat tape end to end, overlapping each piece slightly, along the left (if sitting on the sled) inside edge of the hood covering the stock reflective heat tape and extending back along the bottom side of the stock hood vent. Then cover with reflective heat tape (see illustration #2).
4. Apply reflective heat tape to the upper portion of the gas tank that is not covered by OEM reflective tape (see illustration #3). Apply reflective heat tape to the upper front side shock tower in the area not covered by the OEM reflective heat tape (see illustration #4).
5. Using a variable speed dremel tool or a razor knife trim 1/8" from inside the front upper edge of the left side panel. Cover front upper portion of side panel with reflective heat tape (see illustration #5).
6. Install Power Commander V Fuel Control Box onto the top left side (if you are sitting on the sled) of the air box (see illustration #6). Refer to Power Commander instructions for installation procedure.
7. Bend the OEM aluminum heat shield so that it is as close to the chassis cross bar as possible for y-pipe clearance. Bend the area around the wire loom up so that the aluminum heat shield will not pinch or cut wires. Then reinstall heat shield.

WARNING: Fuel under high pressure, proceed with caution.

8. 2012-15 models: Loosen the hose clamp on the end of the fuel line by the fuel rail (located just above the throttle bodies and air box). Then drain the fuel from the line into a small container. Pull the fuel line out of the fuel line clips that hold the fuel line to the A-Strut frame of the sled. Slide the insulated heat reflective sleeve (provided) over the fuel line so that the top of the sleeve covers the fuel line where the fuel line attaches to the fuel pump. The bottom of the sleeve should extend just below the lower fuel line clip that holds the fuel line to the A-Strut frame of the sled (see illustration #7). Reconnect fuel line on the fuel rail using the OEM hose clamp. Snap fuel line back into the fuel line clips that hold the fuel line to the A-Strut frame of the sled.

2016 models: Disconnect the fuel line fitting located in the center of the fuel line approximately 5" from the fuel rail. It is easiest to remove the dark gray clip holding the fitting in place using two small flat screwdrivers, one on each side to pry the gray clip out of the connector (See illustration #8). The fittings should then slide apart. **Do not** pry on white connector or damage to the fuel fittings can occur. Drain the fuel from the line into a small container. Pull the fuel line out of the fuel line clips that hold the fuel line to the A-Strut frame of the sled. Slide the insulated heat reflective sleeve (provided) over the fuel line so that the top of the sleeve covers the fuel line where the fuel line attaches to the fuel pump. The bottom of the sleeve should extend just below the lower fuel line clip that holds the fuel line to the A-Strut frame of the sled (see illustration #7). Slide the gray clip back into the OEM fuel line connector and reconnect fuel line fittings by pushing them together. Snap fuel line back into the fuel line clips that hold the fuel line to the A-Strut frame of the sled.

9. On the front inside of the belly pan plate remove the rivet and install the supplied spring tab in the 4 o'clock position (see illustration #9). Also, a 3/16" hole needs to be drilled into the bulkhead between the bottom front aluminum rivets (see illustration #9). Install supplied cable tie and secure oil line to it.

10. Install OEM rubber silencer supports onto SLP Silencer and install it into the snowmobile.

NOTE: Make sure the bottom of the silencer is not on the oil line. Spring into place using the stock short spring on the rear of silencer and long spring on the front.

11. Install SLP y-pipe (with it angled downward). The stock metal shim gasket can normally be reused or use SLP Exhaust Flange Gasket (#090-112). Apply a light coating of high temp silicone sealer such as Permatex® Ultra Black® (PX#82180) or Loctite® RTV Silicone 598™ to both sides of the gasket to promote a good seal.

Hint: For easier installation of Y-pipe use a 6mm x 5" long 3/8" drive ball end Allen wrench with a swivel (SLP #20-221) and a long extension. Start all of the y-pipe bolts no more than one turn. Tilt the y-pipe up to allow access to the bottom center two bolts and tighten these two bolts equally first. Once the bottom center two bolts are tight, tighten the other y-pipe bolts.

12. Install SLP pipe using OEM grafoil seal for y-pipe to pipe and the supplied grafoil seal for pipe to silencer connection, and spring it into place using OEM springs. Using supplied packet of anti-seize, coat threads of the exhaust temperature probe and re-install, torquing to 12 - 15 ft/lbs. It is very important to use anti-seize, and make sure not to overtighten the probe nut. Failure to follow these guidelines can cause damage to the probe during installation.

13. Reinstall hood and side panels.

NOTE: Check for pipe to hood clearance, there should be at least 1/8" of clearance.



Illustration #3

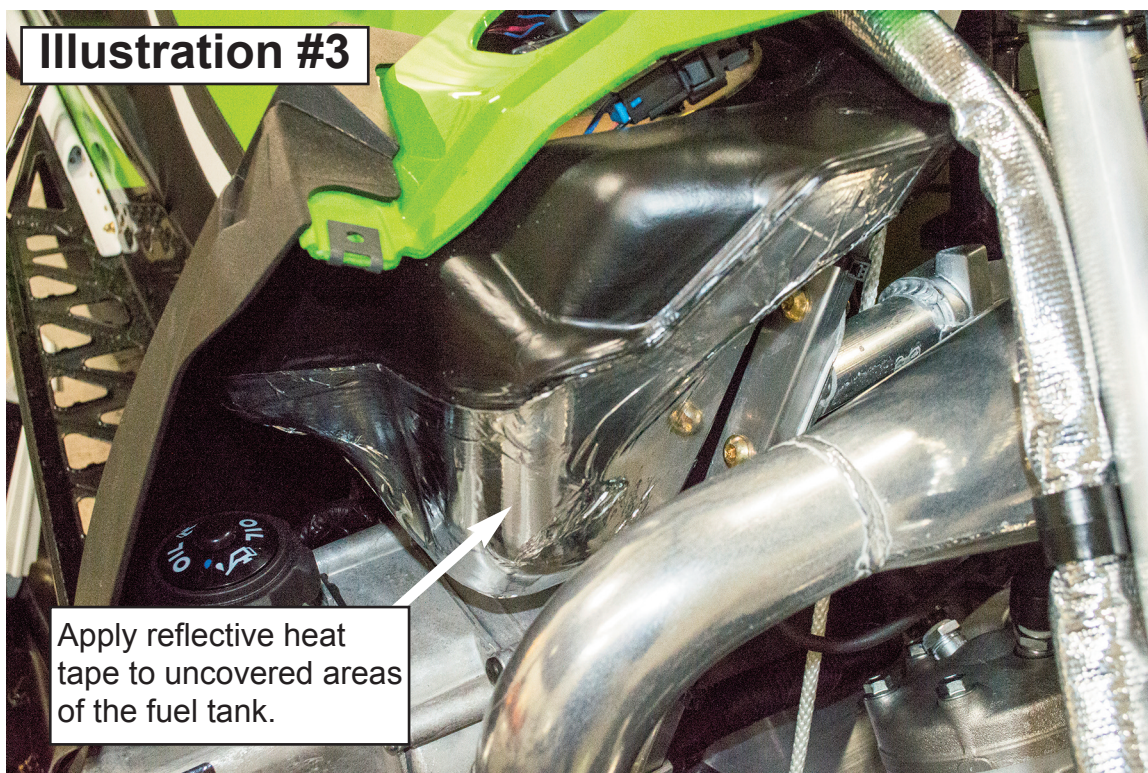


Illustration #4

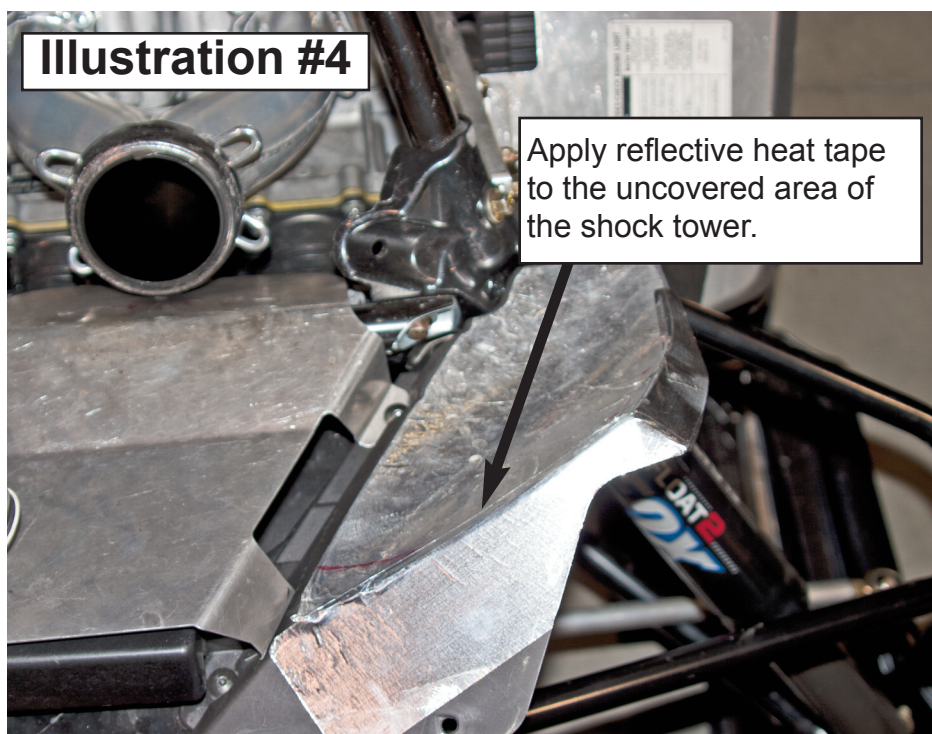
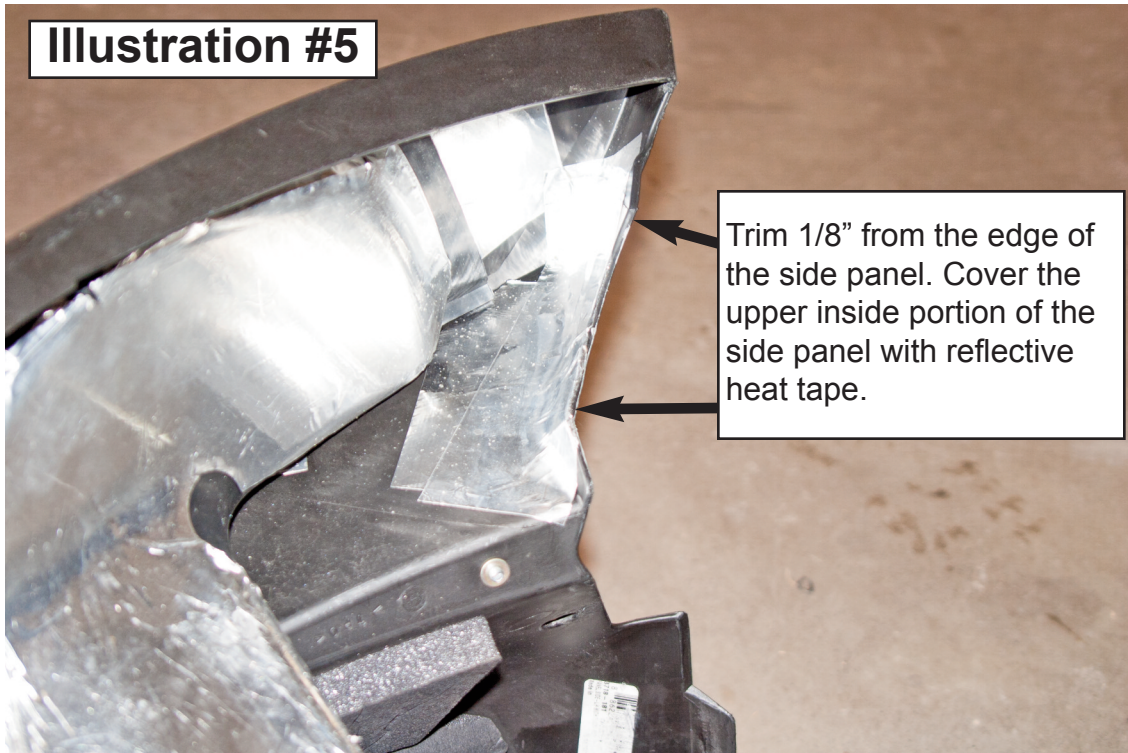
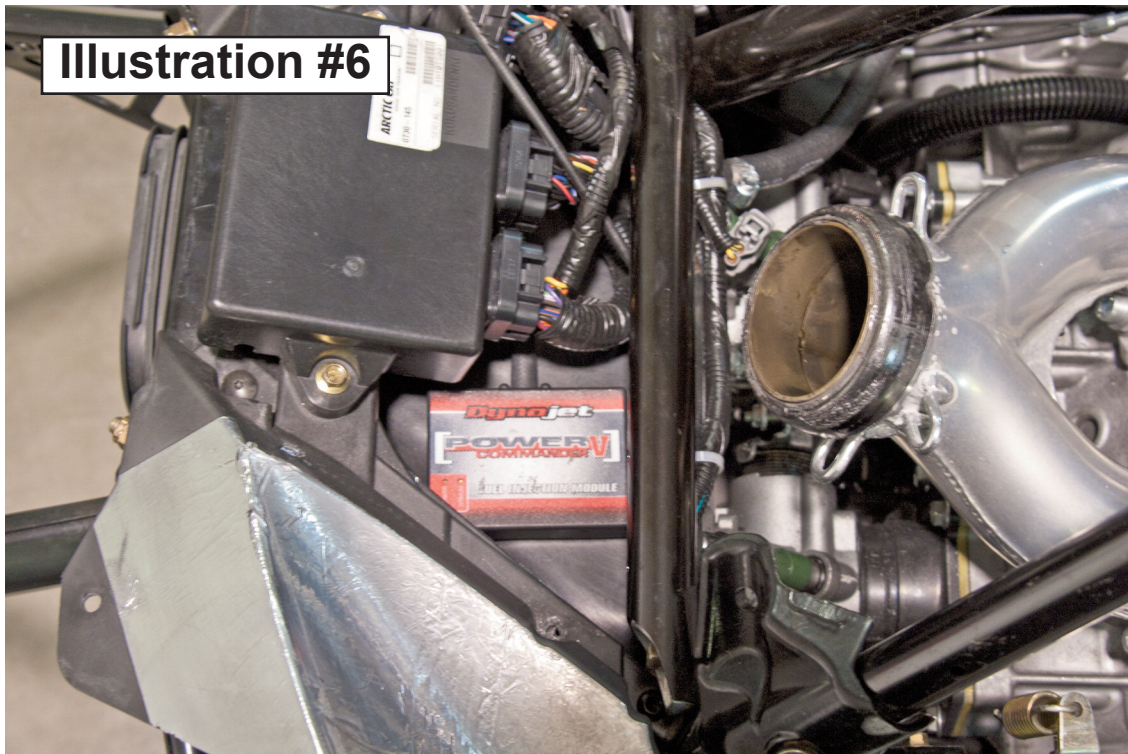


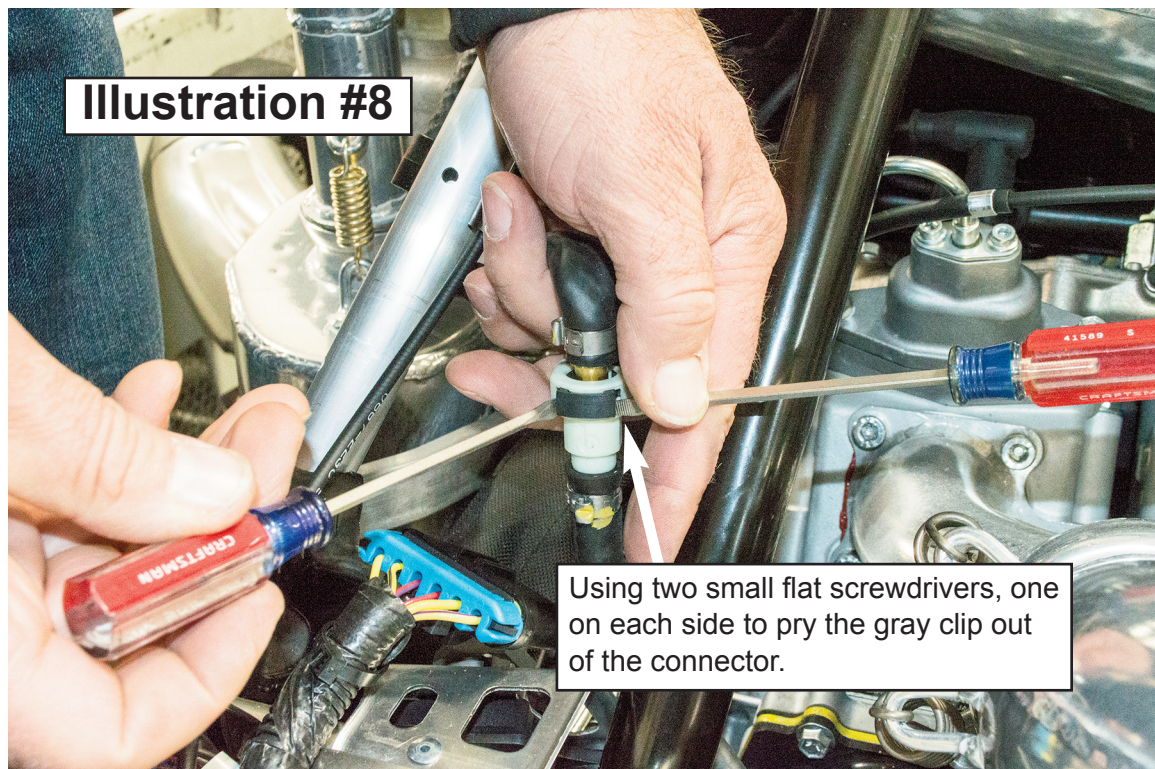
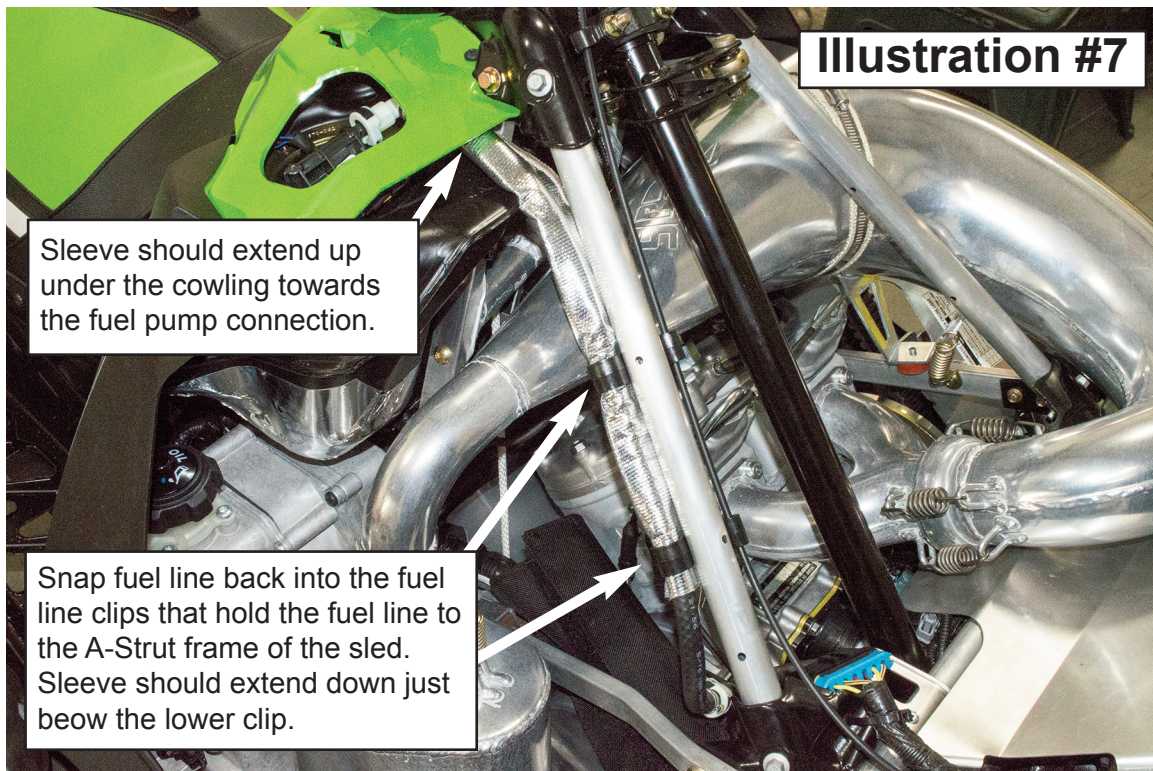
Illustration #5

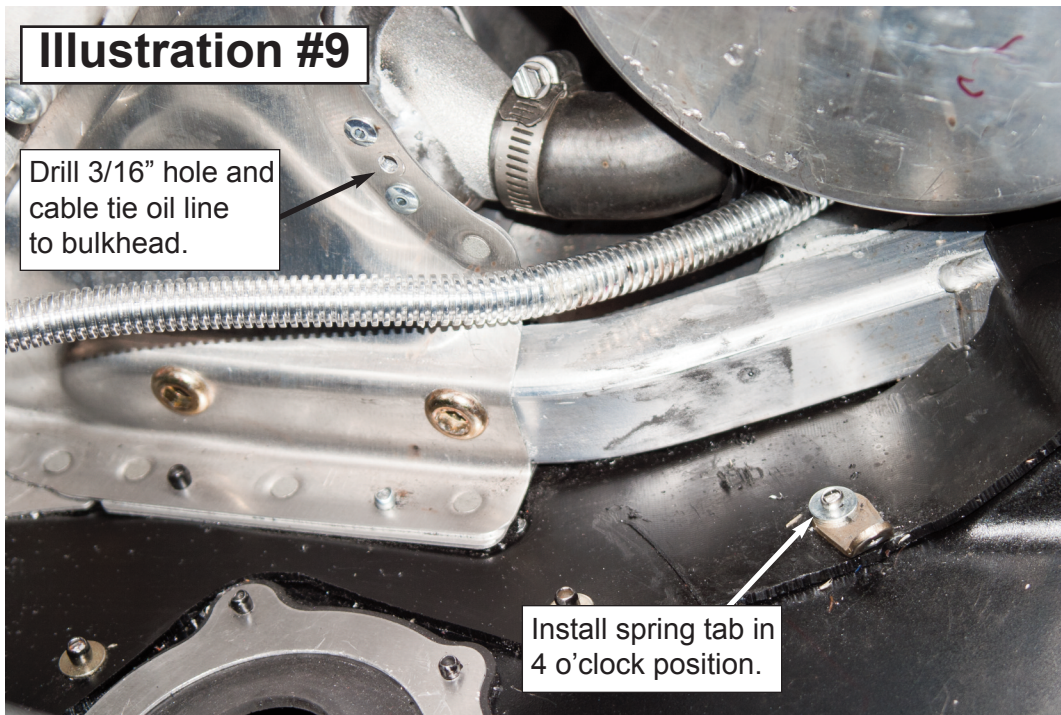


Trim 1/8" from the edge of the side panel. Cover the upper inside portion of the side panel with reflective heat tape.

Illustration #6







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.

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.

2012-16 Arctic Cat 800 EFI with SLP Single Pipe Set

Fuel Control Box Requirement: Must use SLP pre-programmed Power Commander PC V. SLP Part #70-128 with SLP Part # 70-268 (if using non ethanol fuel) or #70-269 (if using ethanol fuel) fuel map. This pre-programmed fuel map is compatible with the SLP Single Pipe. Other modifications including but not limited to: head modifications, increased timing, cylinder porting or intake modifications other than SLP High Flow™ Intake Kit in addition to the pipe may require a different fuel map.

Fuel Requirement: Minimum 91 octane pump fuel.

NOTE: Within the parts kit of this pipe set you will find a "Minimum 91 Octane Recommended" sticker. We recommend placing this sticker on or around the fuel cap as a friendly reminder.

Clutching for 2012-15 Arctic Cat F8, XF-8 and ZR 8000 EFI with SLP Single Pipe Set using Stock Secondary Clutch

Altitude (feet)	Drive Clutch		Stock Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-3000 ft	SLP 40-71 Blue/Red	74g MTX (#40-97) 1 g outer hole	Blue #0648-813 (Stock)	42/40
3000-6000 ft	SLP 40-68 Black/Red	71g MTX (#40-96) 3g rivet outer hole	Blue #0648-813 (Stock)	42/40 (Stock)
6000-8000 ft	SLP 40-68 Black/Red	71g MTX (#40-96) 1g rivet outer hole	Blue #0648-813 (Stock)	42/40 (Stock)
8000-10000 ft	SLP 40-68 Black/Red	68g MTX (#40-95) 3g rivet outer hole	Blue #0648-813 (Stock)	42/40 (Stock)

NOTE: Test sled was an Arctic Cat 800 XF with 141" x 1.5" track with 21/38 gearing.

Running RPM 8100-8300

Clutching for 2012-15 Arctic Cat F8, XF-8 and ZR 8000 EFI with SLP Single Pipe Set using TEAM Tied Secondary Clutch

Altitude (feet)	Drive Clutch		TEAM Tied Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-3000 ft	SLP (#40-71) Blue/Red	74g MTX (#40-97) 1 g outer hole	Red/Black (#50-6)	63° Straight (#50-261)
3000-6000 ft	SLP (#40-68) Black/Red	71g MTX (#40-96) 3g rivet outer hole	Red/Black (#50-6)	61° Straight (#50-261)
6000-8000 ft	SLP (#40-68) Black/Red	71g MTX (#40-96) 1g rivet outer hole	Red/Black (#50-6)	59° Straight (#50-260)
8000-10000 ft	SLP (#40-68) Black/Red	68g MTX (#40-95) 3g rivet outer hole	Red/Black (#50-6)	57° Straight (#50-260)

NOTE: Test sled was an Arctic Cat 800 XF with 141" x 1.5" track 21/38 stock gearing.

Running RPM 8100-8300

Clutching for 2012-15 Arctic Cat M-8 EFI with SLP Single Pipe Set using Stock Secondary Clutch

Altitude (feet)	Drive Clutch		Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-3000 ft	SLP 40-71 Blue/Red	74g MTX (#40-97) 2 g outer hole	Blue #0648-813 (Stock)	36° (Stock)
3000-6000 ft	SLP 40-75 Black/Pink	71g MTX (#40-96) 3g rivet outer hole 2g rivet inner hole	Blue #0648-813 (Stock)	36° (Stock)
6000-8000 ft	SLP 40-75 Black/Pink	71g MTX (#40-96) 3g rivet outer hole	Blue #0648-813 (Stock)	36° (Stock)
8000-10000 ft	SLP 40-75 Black/Pink	68g MTX (#40-95) 3g rivet outer hole 1g inner hole	Blue #0648-813 (Stock)	36° (Stock)
10000-12000 ft	SLP 40-75 Black/Pink	68g MTX (#40-95) 3g rivet outer hole	Blue #0648-813 (Stock)	36° (Stock)

NOTE: Test sled was a Arctic Cat 800 M8 153" with stock gearing.

Running RPM 8100-8300

Clutching for 2012-15 Arctic Cat M-8 EFI with SLP Single Pipe Set using TEAM Tied Secondary Clutch

Altitude (feet)	Drive Clutch		Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-3000 ft	SLP #40-71 Blue/Red	74g MTX (#40-97) no rivets	TEAM Red/Black #50-6	61° Straight (#50-261)
3000-6000 ft	SLP #40-76 Blue/Pink	71g MTX (#40-96) 3g rivet inner hole	TEAM Red/Black #50-6	61° Straight (#50-261)
6000-8000 ft	SLP #40-76 Blue/Pink	71g MTX (#40-96) 1g rivet outer hole	TEAM Red/Black #50-6	59° Straight (#50-260)
8000-10000 ft	SLP 40-76 Blue/Pink	71g MTX (#40-96) no rivets	TEAM Red/Black #50-6	57° Straight (#50-260)

NOTE: Test sled was a Arctic Cat 800 M8 153" with stock gearing.

Running RPM 8100-8300

Clutching for 2016 Arctic Cat M-8 EFI with SLP Single Pipe Set using **TEAM BOSS** Secondary Clutch and SLP Magnum Force™ Weights

Altitude (feet)	Drive Clutch		Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-4000 ft	TBA	TBA	TBA	TBA
4000-6000 ft	SLP #40-77 Green/Pink	SLP Magnum Force™ #40-152 3 set screws 1 lock set	Stock 180/240	48° Straight (Stock)
6000-8000 ft	SLP #40-77 Green/Pink	SLP Magnum Force™ #40-152 2 set screws 1 lock set	SLP #50-138 200/280	46° Straight (#52-102)
8000-10000 ft	SLP #40-77 Green/Pink	SLP Magnum Force™ #40-152 1 set screws 1 lock set	SLP #50-138 200/280	46° Straight (#52-102)
10000 ft +	SLP #40-77 Green/Pink	SLP Magnum Force™ #40-152 empty	SLP #50-138 200/280	44° Straight (#52-103)

NOTE: Test sled was a Arctic Cat 800 M8 153" with stock gearing.

Running RPM 8100-8300

Clutching for 2016 Arctic Cat M-8 EFI with SLP Single Pipe Set using **TEAM BOSS** Secondary Clutch and SLP MTX™ Weights

Altitude (feet)	Drive Clutch		Driven Clutch	
	Clutch Spring	Shift Weight	Clutch Spring	Driven Helix
0-4000 ft	SLP #40-77 Green/Pink	71g MTX (#40-205) 2g rivet outer hole	Stock 180/240	48° Straight (Stock)
4000-6000 ft	SLP #40-77 Green/Pink	68g MTX (#40-204) 3g rivet outer hole	Stock 180/240	48° Straight (Stock)
6000-8000 ft	SLP #40-77 Green/Pink	68g MTX (#40-204) 2g rivet outer hole	Stock 180/240	46° Straight (#52-102)
8000-10000 ft	SLP #40-77 Green/Pink	68g MTX (#40-204) 1g outer hole	Stock 180/240	46° Straight (#52-102)
10000 ft +	SLP #40-77 Green/Pink	68g MTX (#40-204) no rivets	Stock 180/240	44° Straight (#52-103)

NOTE: Test sled was a Arctic Cat 800 M8 153" with stock gearing.

Running RPM 8100-8300