

Established
1972



***Starting Line
Products, Inc.***



2018 UTV Catalog

SLP Performance Mufflers

for **Polaris RZR Models**



These mufflers provide significantly more air flow than stock for a substantial increase in performance, delivering better throttle response as well as top-end power.

Performance Mufflers are designed for maximum airflow and sound quality without substantially increasing sound level output. All mufflers except the Turbo include removable spark arrestors (for Turbo Spark Arrestor see Part #090-1180 below).

NO FUEL CHANGES REQUIRED!



#09-106



#09-111



#09-109

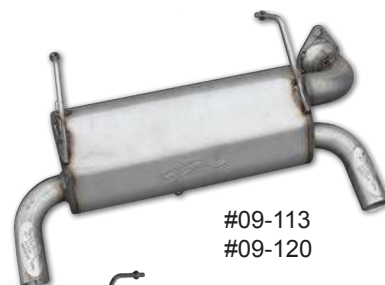
#09-110



#09-118



#09-118



#09-113

#09-120



#09-116



#09-115



#09-113B

#09-120B

DESCRIPTION	YEAR	AIR FLOW INCREASE	SOUND LEVEL	PART#
Polaris 570 RZR/S Models ◇	2013-17	32%	88 DB	09-115
800 RZR All Models	2008-14	79%	90DB	09-106
900 XP RZR / RZR-4*	2011	100% +	95.5 DB	09-109
900 XP RZR / RZR-4*	2012-14	100% +	95.5 DB	09-110
900 RZR / RZR-S / XC / 4 ◇	2015-18	74%	91 DB	09-116
900 ACE EPS XC	2017-18	74%	91 DB	09-116
1000-S (60")	2016-18	TBA	TBA	09-121
1000 XP RZR / RZR-4	2014	30%	95.5 DB	09-111
1000 XP RZR / RZR-4**	2015-17	26.4%	95.5 DB	09-113
1000 XP RZR / RZR-4** ◇	2015-17	26.4%	95.5 DB	09-113B
1000 XP RZR / RZR-4**	2018	26.4%	95.5 DB	09-120
1000 XP RZR / RZR-4** ◇	2018	26.4%	95.5 DB	09-120B
General 1000	2016-18	TBA	TBA	09-121
RZR XP Turbo / RZR-4 Turbo** ◇ ○	2016-18	42%	95.5 DB	09-118
RZR Turbo Spark Arrestor Assembly (Includes: 1 bolt, 1 nut and 1 arrestor)				090-1180

*Delivers an additional 4.2 horsepower.

**This muffler is for closed course competition use only.

◇ This muffler is coated with a black ceramic coating.

○ Includes interchangeable flaming skull and checkered flag logos.

SLP Super Silent™ Mufflers

for **Polaris RZR and ACE Models**



Super Silent™ Mufflers reduce sound levels to provide a relaxing environment for the rider and passenger to carry on conversation while under way, not to mention the benefits to others in the surrounding area. Sound level is tested using SAE J1287 sound test. All mufflers include removable spark arrestors.

800 RZR Super Silent™ Muffler:

This muffler increases air flow by 41%, which provides better throttle response as well as top end power, and is 5 decibels quieter than stock. This silencer is coated with a satin silver ceramic coating.



#09-108

2015-18 900 RZR and 2017-18 900 ACE Super Silent™ Muffler:

This muffler is 3 decibels quieter than stock. This muffler is coated with a black ceramic coating.



#09-114



#09-119

NO FUEL CHANGES REQUIRED!

DESCRIPTION	YEAR	AIR FLOW INCREASE	SOUND LEVEL	PART#
800 RZR All Models*	2008-14	41%	-5 DB	09-108
900 RZR / RZR-S / XC ○	2015-18	Stock	-3 DB	09-114
900 RZR-4	2015-18	Stock	-3 DB	09-119
900 ACE EPS XC	2017-18	Stock	-3 DB	09-119

* Installation of Super Silent™ Muffler on 2009 Standard RZR and 2009 RZR-S will require the rear differential stabilizer bracket to be changed to the 2010 rear differential stabilizer bracket (Polaris Part Number 3235062).

• Will not fit models with accessory bumpers or 6 point roll cages. Use part #09-119 for these applications.

Replacement Exhaust Spring

Made of stainless steel for maximum durability and corrosion resistance.

LENGTH	PART#
2"	090-40



Grafoil Seals

ID	APPLICATION	PART#
1 3/4"	Y-pipe to Header Grafoil Seal for 2008-10 800 RZR	090-747
1 3/4"	Header to U-pipe Grafoil Seal for 800 RZR	090-747
1 3/4"	U-pipe to SLP Super Silent Muffler Grafoil Seal for 800 RZR	090-747
1 3/4"	U-Pipe to SLP Performance Muffler or Stock Muffler Grafoil Seal for 800 RZR	090-628
2 1/2"	Header to Muffler for 2011-14 XP 900 RZR/RZR-4 and 2014 1000 RZR/RZR-4	090-629



#090-747



#090-628

EBS (Engine Braking System)

for **2014-16 Ace 325, 2015-18 ACE 570, 2008-14 Polaris 800 RZR/S/XC/4, 2012-18 570 RZR, 2015-18 900 RZR/S/XC/4 & 2014-18 Ranger XP 900**



Are you sick of your RZR “running away” when you come down a steep descent? Upgrade to an EBS (Engine Braking System) to maximize your engine holding you back rather than just using your brakes.

Benefits Include:

- Improved Engine Braking
- Improved Downhill Descent Control
- Reduced Brake System Wear

Polaris OEM belts are recommended for proper operation:
ACE 325/570 #3211149, RZR 570 #3211143, RZR 800 #3211162, RZR 900 #3211172 (for even better performance #3211180), Ranger XP 900 #3211149.



570 EBS & Clutch Kit

All models will require the stock primary clutch to be sent to SLP for modification.

Note: When installing the EBS Kit on a used clutch, other serviceable parts can be worn out and will need to be replaced. Prior to EBS Kit installation, our technicians will inspect your clutch and contact you with an estimate if any repairs are required.

NOT for use on TEAM Rapid Response Replacement Drive Clutch.

Typical total for vehicles that have already been upgraded into an SLP Clutch Kit or equivalent that includes the TEAM Tied Clutch and an EBS cut helix.

DESCRIPTION	TYPICAL TOTAL
EBS Kit with install labor	194.61

EBS Upgrade Kit Typically Includes:

- Drive spring, weights and bearing
- Driven clutch, spring and helix
- Labor for EBS install

Typical total for vehicles with factory clutching

DESCRIPTION	TYPICAL TOTAL
ACE 325	821.51
ACE 570	821.51
RZR 570	823.31
RZR 800	751.54
2015 RZR 900	855.26
2016-18 RZR 900	534.65
Ranger 900 XP	598.34

Did You Know?

SLP offers a full service machine shop dedicated to servicing and repairing your drive and driven clutches. Most often we find your clutches can be re-built allowing a cost effective solution to keep your trusted RZR running at its full capability.

Clutch Kits for Polaris UTV



SLP clutch kits have been designed and tested to get the most consistent performance out of your Polaris UTV. We have been working with centrifugal clutches for over 40 years, and know how to tune them to transfer your horsepower to the ground. In most cases, optimizing the clutch setup is the best performance gain for the dollar spent. Through our testing we have found three distinctly different clutch setups depending on what type of terrain that you drive on.



SLP Trail Clutch Kit:

These clutch kits are designed for semi-hard surface trails with the occasional run in muddy or sandy conditions. They provide improved engagement characteristic's, throttle response with better top-end power and consistency over a broad range of elevations and conditions.

SLP High Load Clutch Kit (Sand, Mud or Large Tire):

These clutch kits are for high load environments such as sand, mud or when 1" to 2" larger tires have been added. When exposed to these high load conditions, the stock clutching performs poorly, leaving the vehicle with poor throttle response and loss of RPM. These clutch kits provide improved engagement characteristic's, throttle response with better top-end power and consistency over a broad range of elevations and conditions. When running exclusively on the sands, see our Sand Specific Clutch Kits below.

Note: If performance modifications, larger tires (+3" or larger) or weight has been added or removed from your UTV, please let us know so we can tailor your clutch kit accordingly.

Sand Specific Clutch Kits:

These sand specific clutch kits are tailored specifically to running the sands. The springs that we use in these kits provide a much more responsive feel and application of power when in the high load conditions on the dunes. The helixes these kits use are non-EBS versions which reduces engine braking and allows the unit to freewheel when off of the throttle. This helps keep the nose up when jumping as well as providing a great on and off throttle feel as you are playing on the dunes. These kits are very resilient to RPM loss, keeping the engine running at its peak horsepower level whether you are on the flat or climbing that wicked steep dune.

DESCRIPTION	WOT RPM	REV LIMIT
2014-16 ACE 325	7400-7600	8500
2012-18 RZR 570	6800-7200	7750
2008-10 Standard RZR 800	6200-6400	6500
2009-14 RZR-S/RZR-4/XC 800	6300-6500	6750
2011-14 Standard RZR 800	6300-6500	6750
2011-12 RZR/RZR-4 900 XP	8000-8400	8750
2013-14 RZR/RZR-4 900 XP	8000-8300	8450
2013 Jagged X	8100-8500	8800
2015-18 RZR 900 Trail/S/XC	7500-7700	8300
2014 XP 1000 RZR/RZR-4	8100-8400	8800
2015-18 XP 1000 RZR/RZR-4	8300-8600	8800
2013-14 Ranger XP 900	6400-6600	7250
2015 Ranger XP 900	6800-7200	7250
2017-18 Ranger 1000	7650-7850	
2016-18 General 1000/-4	8300-8600	8700
2016 Turbo	8300-8500	8700
2017-18 Turbo	8300-8600	8800

Tech Tips

A question we often hear is, "What RPM should I expect my UTV to run at wide open throttle?" This depends on the UTV you have. The following chart shows you where we like to rev the different UTV engines at wide open throttle (WOT) as well as where their REV-Limiters are.

ELEVATION	0-4500'			4500' +		
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	SAND SPECIFIC	TRAIL KIT	HIGH LOAD (SEE PG 5)
MODEL	PART#	PART#	PART #	PART#	PART#	PART #
2014-16 325 ACE	41-741	--	--	41-741	--	--
570 ACE <i>except</i> models with Factory EBS	41-754	--	--	41-754	--	--
2017-18 900 XC ACE	41-760	--	--	41-761	--	--
570 RZR Models						
2012 RZR 570	41-722	--	--	41-722	--	--
2013-18 RZR 570 with Factory EBS	41-723	--	--	41-723	--	--
2013-18 RZR 570/570S non EBS	41-724	--	--	41-724	--	--
800 RZR MODELS						
2008 Standard RZR 800*	41-700	41-800	--	41-701	41-801	--
2009 Standard RZR 800*	41-716	41-816	--	41-717	41-817	--
2010 Standard RZR 800	41-702	41-802	--	41-703	41-803	--
2011-14 Standard RZR 800 <i>except</i> 2013 LE with Factory EBS	41-708	41-808	--	41-709	41-809	--
2013 Standard RZR 800 LE with Factory EBS	41-720	41-820	--	41-721	41-821	--
2009 RZR-S 800	41-714	41-814	--	41-715	41-815	--
2010 RZR-S 800	41-704	41-804	--	41-705	41-805	--
2011-14 RZR-S/XC 800	41-710	41-810	--	41-711	41-811	--
2010-14 RZR-4 800	41-706	41-806	--	41-707	41-807	--
900 RZR MODELS						
2011-14 RZR 900 XP	41-712	41-812	41-983	41-713	41-813	41-984
2012-14 RZR-4 900 XP	41-718	41-818	41-985	41-719	41-819	41-986
2013 Jagged X	41-725	41-825	41-987	41-725	41-825	41-988
2015 RZR 900 Trail/XC with Factory EBS	41-789	41-889	--	41-790	41-890	--
2015 RZR 900 Trail/S/XC/RZR-4 non EBS	41-791	41-891	--	41-792	41-892	--
2016-18 RZR 900 Trail/XC/S/RZR-4 (All Models)	41-793	41-893	--	41-794	41-894	--

* 2008 and 2009 Standard RZR 800 models require shimming for proper belt clearance. Shims and instructions included.

All clutch kits require use of Polaris OEM Belts: ACE 325 #3211149, ACE 570 - #3211149, ACE 900 - #3211172 RZR 570 - #3211143, RZR 800 - #3211162, RZR 900 XP - #3211148, RZR 900 Trail/XC/S/RZR-4 #3211172 (for even better performance use #3211180). Using any other belt may require additional tuning from the end user.



ELEVATION	0-4500'						4500' +					
	DESCRIPTION	TRAIL KIT		HIGH LOAD (SEE PG 5)		SAND SPECIFIC		TRAIL KIT		HIGH LOAD (SEE PG 5)		SAND SPECIFIC
MODEL	PART#		PART#		PART #		PART#		PART#		PART #	
1000 RZR MODELS (INCLUDING GENERAL)												
2014 RZR XP 1000	41-781		41-881		41-981		41-771		41-871		41-971	
2014 RZR-4 XP 1000	41-782		41-882		41-982		41-772		41-872		41-972	
2015 RZR XP 1000	41-773		41-873		41-973		41-774		41-874		41-974	
2015 RZR-4 XP 1000	41-775		41-875		41-975		41-776		41-876		41-976	
2016-18 RZR XP 1000	41-777		41-877		41-977		41-778		41-878		41-978	
2016-18 RZR-4 XP 1000	41-779		41-879		41-979		41-780		41-880		41-980	
2016-18 RZR-S 1000	41-766		41-866		41-966		41-767		41-867		41-967	
2016-18 General 1000	41-7002		41-8002		--		41-7003		41-8003		--	
2017-18 General-4 1000	41-798		41-898		--		41-799		41-899		--	
RZR Turbo												
2016 RZR XP Turbo	41-7004		41-8004		41-9004		41-7005		41-8005		41-9005	
2016 RZR-4 XP Turbo	41-7006		41-8006		41-9006		41-7007		41-8007		41-9007	
2017-18 RZR XP Turbo (High Output)	41-7008		41-8008		41-9008		41-7009		41-8009		41-9009	
2017-18 RZR-4 XP Turbo (High Output)	41-7010		41-8010		41-9010		41-7011		41-8011		41-9011	
RANGER												
2014-18 Ranger 570 non-EBS	41-768		--		--		41-768		--		--	
2014-18 Ranger 570 EBS	41-769		--		--		41-769		--		--	
2013 Ranger 900 XP	41-727		--		--		41-727		--		--	
2014 Ranger 900 XP	41-730		--		--		41-730		--		--	
2015 Ranger 900 XP	41-742		41-842		--		41-743		41-843		--	
2016-17 Ranger 900 XP non EBS	41-730		--		--		41-730		--		--	
2016-17 Ranger 900 XP EBS	41-759		--		--		41-759		--		--	
2016-18 Ranger 900 XP Crew	41-742		41-842		--		41-743		41-843		--	
2017 Ranger XP 1000	41-7012		41-8012		--		41-7013		41-8013		--	
2017-18 Ranger XP 1000 Crew	41-7000		41-8000		--		41-7001		41-8001		--	
2018 Ranger XP 1000	41-7014		41-8014		--		41-7015		41-8015		--	

All clutch kits require use of Polaris OEM Belts: 2014 RZR XP 1000 - #3211148, 2015-17 RZR XP 1000 - #3211180, 2016-17 RZR 1000 S - #3211180, 2016 RZR Turbo/4 - #3211202, 2017 Turbo/4 #3211202, Ranger XP 900 #3211149, 2017 Ranger 1000/4 - #3211196 and 2016-17 General/4 - #3211196. Using any other belt may require additional tuning from the end user.

Clutch Kits for Polaris UTV



Magnum Force™ Weights

for **Polaris RZR 900/1000, RZR Turbo and Ranger Models**



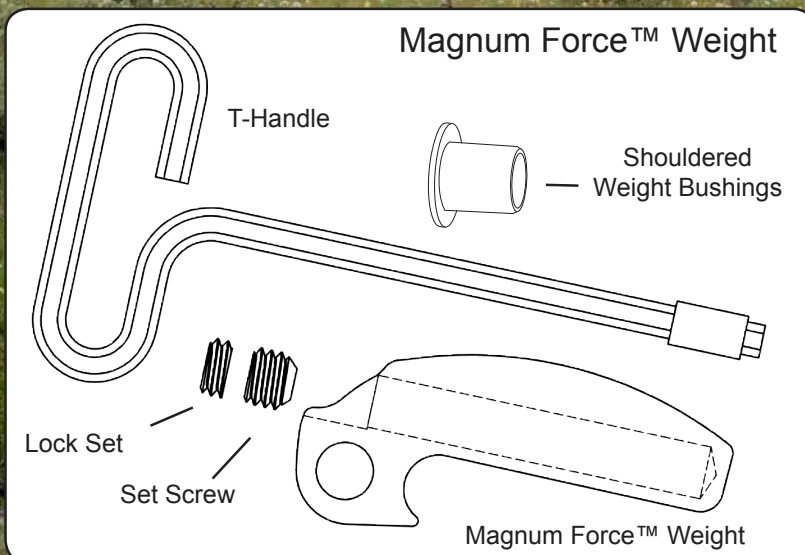
The Magnum Force™ weight from SLP transfers more of your RZR's horsepower to the ground. The secret to this weight lies in its unique shape and heavy heel design which provide substantially greater shift force, delivering improved acceleration. Other performance benefits include smooth engagement and responsive backshift.

This weight utilizes external adjustability by means of a gun drilled and threaded center core where mass can be added or subtracted without removing the weight from the clutch (depending on weight style up to 7 Set screws can be added to each weight). It also uses shouldered bushings to eliminate side wear on the clutch, which keeps the weight centered on the roller through the life of the weight. This improves roller life and clutching consistency. Sold per set.



On the RZR Turbo, the Magnum Force™ Weights provide better initial belt pinch, improved midrange acceleration with great top-end performance. We highly encourage their use with SLP Power Pucks (page 14) for a smooth shift, eliminating all of the ratcheting action caused from binding with the stock sliders. They can be used with several spring combinations to deliver either a tractable low speed crawl with good engine braking (down to about 3 MPH) when on the rocks and trails, or with a little higher engagement for wicked Sand performance. Don't hesitate to inquire regarding your riding style/preference.

MODEL	DESCRIPTION	PART#
Polaris RZR 900/1000 Ranger 900/1000	Magnum Force Weight Set (57-64.8 grams)	40-144
Polaris 2016-18 RZR Turbo	Magnum Force Weight Set (65-74 grams)	40-156
Polaris 2016-18 RZR Turbo	Magnum Force Weight Set (73-82 grams)	40-157
	Optional Projected Tip Set Screw (1.8 g each), 3 Pack	40-158



These projected tip set screws can be loaded in the tip of the weight where the projected tip extends deeper into the weight. This allows more mass to be added to the tip of each weight and can be a benefit in certain applications and tuning scenarios.



MTX™ Clutch Weights for Polaris 800 RZR



SLP's MTX™ Clutch Weights are specifically designed to harness the horsepower of your 800 RZR, RZR-S, XC or RZR-4. Their heavy heel and special weight profile provide greater shift force which delivers improved acceleration. Other benefits include smoother engagement and very responsive back shift. Adjustable by adding weight via rivets (up to 6 grams per weight), this weight offers precise tuning ability for your application. Sold per set of 3 including tuning rivets (6 - 1 gram, 6 - 2 gram and 6 - 3 gram rivets).



WEIGHT	PART#
62 gram	40-129
65 gram	40-130

2008-09 Standard RZR requires drive clutch reshimming.
See page 50 for Rivet Set/Removal Tool

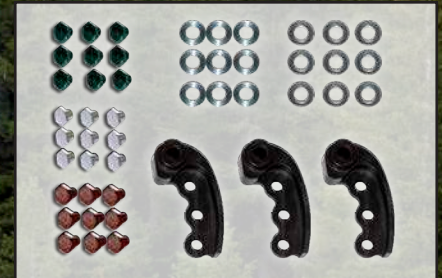
Replacement Tuning Rivets, Package of 6

MATERIAL	WEIGHT	PART#
Aluminum	1 gram	40-90
Steel	2 gram	40-91
Steel	3 gram	40-92

Rooster Adjustable Shift Weights for Polaris ACE 325, 570 RZR, All 900/1000 RZR/4, Turbo & XP 900/1000 Ranger



Get the horsepower to the ground with our adjustable Rooster Weights. They allow you to add the included bolts and washers to the weights at three different positions, the heel, center, and tip of the weight, to fine-tune your clutching. This kit utilizes two different thicknesses of washers and three different weights of bolts for adjustability. Inquire for recommendation.



DESCRIPTION	PART#
325 Rooster Adjustable Shift Weights (44-60 grams)	40-137
570 Rooster Adjustable Shift Weights (44-60 grams)	40-137
900/1000 Rooster Adjustable Shift Weights (52-74 grams)	40-131
900/1000 Rooster Adjustable Shift Weights (61-81 grams)	40-142
RZR Turbo Rooster Adjustable Shift Weight (50-82 grams)	40-143

Cam Arm Bushing Replacement Tool



This precision manufactured tool allows you to easily replace weight bushings without damaging the weight or bushing. This tool works to replace worn bushings on Polaris, SLP MTX™ or Rooster Weights.



#20-216 and #40-200 Pictured

DESCRIPTION	PART#
*Bushing Tool for Polaris, MTX™ & 325/570 Rooster Weights	20-216
Replacement Bushings, 3 Pack for Polaris, MTX™ & RZR 325/570 Rooster Weights	40-200
*Bushing Tool for Rooster Weights on RZR 900/1000 & Ranger XP 900	20-12
Replacement Bushings, 3 Pack for Rooster Weights on RZR 900/1000 & Ranger XP 900	40-134

*Not for stock Polaris XP Models.

Drive Spring for Polaris ACE, RZR, XP 900/1000 Ranger and General (will not fit Polaris Turbo)



These high quality clutch springs are offered in a variety of spring rates to allow you to optimize the shift characteristics of your drive clutch. Things such as elevation and tire size can have a dramatic effect on the performance of your RZR. Ask a representative for more information regarding your specific application.

COLOR	STRIPE COLOR	COMPRESSION RATE - POUNDS		PART#
		@2.25"	@1.25"	
Yellow	Red	30	260	40-459
Yellow	Silver	40	145	40-442
Yellow	White	40	175	40-443
Orange	Silver	60	145	40-444
Orange	White	60	175	40-445
Orange	Black	60	225	40-457
Orange	Red	60	260	40-460
Orange	Blue	60	280	40-461
Red	White/Black	65	245	40-401
Red	Green/Black	75	260	40-402
Red	Gold/Silver	105	260	40-403
RZR Drive Spring Shim				40-211

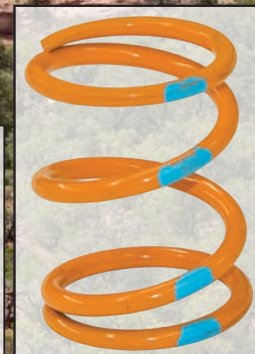


Drive Spring for Polaris RZR Turbo



These drive clutch springs are specifically made for the RZR Turbo drive clutch with no modifications required to the stock spider assembly. They must be used in conjunction with the SLP spring spacer part # 50-353. These springs are stiffer than stock, providing more responsive shift characteristics compared to stock when used with SLP clutch weights. Sold per each.

COLOR	STRIPE COLOR	COMPRESSION RATE - POUNDS		PART#
		@2.25"	@1.25"	
Black	White/Green	30	240	40-463
Orange	Blue/Green	60	280	40-465
Description				Part #
Drive Spring Spacer, RZR Turbo				50-353



Driven Spring for Polaris RZR and XP 900 Ranger with TEAM Tied Clutch except 2016-18 RZR 900/1000/Turbo



These high quality clutch springs allow you to optimize the shift characteristics of your driven clutch. Things such as elevation and tire size can have dramatic effect on the performance of your RZR. Ask a representative for more information regarding your specific application.

COLOR	COMPRESSION RATE - POUNDS		PART#
	@2.05"	@1.05"	
Red	105	165	40-420
Black/Silver	125	190	40-425



Driven Spring for 2016-18 Polaris RZR 900/1000 and 2017-18 ACE 900



These driven springs fit the BOSS (Built On Secondary Shaft) driven clutches with square slide blocks used on 2016-18 Polaris RZR 900 and 1000 models. Stock rates 118/190 or 72/132.



COLOR	COMPRESSION RATE - POUNDS		PART#
	@2.135"	@1.080"	
Orange/Black	125	195	40-428

Driven Spring for Polaris Rapid Reaction Clutch



These driven springs fit the stock Rapid Reaction clutch found on many non-EBS RZR models from 2009-14 800 models, 2012 570 and 2013 Ranger 900 XP.



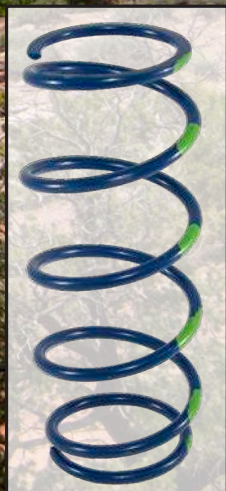
COLOR	COMPRESSION RATE - POUNDS		PART#
	@2.10"	@0.950"	
Black/Almond*	105	162	40-422
Black/Gray/White	125	190	40-423

* Stock spring on most RZR Models that use Rapid Reaction Clutch.

Driven Spring for 2016-18 Polaris RZR Turbo



These high quality driven springs fit the stock RZR Turbo Secondary Clutch.



COLOR	COMPRESSION RATE - POUNDS		PART#
	@2.135"	@1.080"	
Dark Blue/Green	160	200	40-429*
Dark Blue/Red	160	220	40-466

* This spring provides improved backshift and top-end RPM is more consistent. On 2017-18 models this is a replacement of the stock spring.

Driven Helixes

for **Polaris ACE, RZR, Ranger XP 900/1000 and Turbo**



These helixes make the RZR more responsive in all conditions and are much less prone to RPM and top-end power loss in higher load conditions (sand, snow, mud etc.) as well as at higher elevations or when running larger, more aggressive tires.

EBS Helixes have a less aggressive EBS notch than the factory helixes and when used on 570/800/900 models with factory EBS or all RZR XP 900/1000 models, they will reduce the aggressive nature of the stock Engine Braking System.

Non-EBS Helixes are made without an EBS notch and when used on 570/800/900 models with factory EBS or all RZR XP 900/1000 models, they will let the RZR freewheel more readily than stock. These helixes are a good combination for customers that want less engine holdback when off the throttle in sand, most racing applications or jumping long distances.

Non-EBS helixes are not recommended for trail use as engine braking is greatly reduced.

Note: Many RZR models came from the factory with a TEAM Rapid Reaction Secondary Clutch that had the helix cast into the moveable sheave. On these models, the helix is non-replaceable (2009 and newer Standard RZR as well as 2010 and newer RZR-S, 800 RZR-4 and 2012-17 RZR 570, 2015 900 Trail/S/XC/RZR-4 (**except** 570/800/900 models with factory EBS)). These models must use the TEAM Tied Clutch (see page 13 in order to change the helix).



EBS Helix



Non-EBS Helix



RZR Turbo Helix

All except 2016-18 900/1000 and Turbo (Roller Clutch)		
DESCRIPTION	EBS HELIX PART#	NON-EBS HELIX PART #
52 Straight	50-342	50-341
54 Straight	50-330	50-332
52/56 Full Progressive	50-331	--
66-56.33	50-335	50-336
62 Straight	--	50-352

2016-18 900/1000 RZR Models, 2017-18 900 ACE (Slider Block Clutch)		
DESCRIPTION	EBS HELIX PART#	NON-EBS HELIX PART #
52 Straight	50-343	50-346
54 Straight	50-344	50-347
56 Straight	50-345	50-348

All 2016-18 RZR/Turbo	
DESCRIPTION	HELIX PART#
50 Straight	50-356*



Roller Clutch



Slider Block Clutch



Turbo Clutch

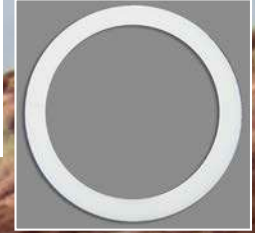
*2016 RZR Turbo Models will need to replace helix sliders with 2017/18 sliders (#5453660) to use this helix

Delrin Washer for 2016-18 Polaris 900/1000 RZR & 2017-18 ACE 900 with Slide Block Clutch



This simple washer provides a super slick surface to help eliminate spring binding as the clutch goes through its range of motion. Eliminating this binding maximizes the consistency of the secondary clutch. One shim is recommended per clutch assembly. Sold per each.

PART#
50-143



TEAM Tied Driven Clutch for Polaris UTV



This secondary clutch allows you to change helixes and springs to get the most performance out of your RZR. The stock Rapid Reaction Secondary Clutch that comes on the 2009 and newer Standard RZR as well as 2010-14 800 RZR-S, RZR-4 and XC, 2012-18 570 RZR, 2015-17 900 RZR Trail/XC/S/4 (except 570/800/900 models with factory EBS) is an inexpensive model that has the helix cast into the moveable sheave of the clutch. Changing to the TEAM Tied Driven Clutch allows you to use a helix that's more suitable to your RZR's setup and typical riding conditions as well as giving a stronger, more durable clutch. **Sold as a complete assembly less helix and spring.**



For a custom SLP recommendation that is specific to your combination, please call or e-mail (slp@slp.cc) an SLP representative and have the following information available: elevation you typically ride at, conditions you plan on riding in (i.e.: sand, snow, mud or typical trail), tire size, engine modifications that add power, and the weight you have added to your vehicle. **Clutch kits available for most popular applications, see pages 5-7.**

DESCRIPTION	PART#
2014-16 ACE 325 and 2015-18 ACE 570	50-304
2016 ACE 900	50-304
2012 570 RZR	50-303
2013-18 570 RZR	50-304
800 RZR/XC/RZR-4/RZR-S	50-301
2011-14 RZR 900 XP (<i>except Jagged X</i>)	50-303
2013 Jagged X 900	50-305
2015 RZR 900 Trail/S/XC/4	50-304
2014-18 Ranger XP 900	50-304
2014-15 RZR 1000 XP	50-305
2014-18 Ranger 570	50-304
2016-18 900/1000 RZR (conversion from slide block style clutch)	50-306



High Strength Spider Insert for Polaris 900/1000 XP RZR with TEAM Tied Driven Clutch *except 2016-18 900/1000 and Turbo Models*



This cast steel insert is machined and heat treated for strength and durability. It replaces the weaker powder metal insert that comes stock in RZR XP 900/1000 OEM secondary clutches as well as all 570/800/900 models with factory EBS. It is more than twice the strength of the factory piece.

DESCRIPTION	PART#
High Strength Spider Insert	50-338
Rubber Spider Insert	50-337



SLP Heavy Duty Square Slider Replacement Rollers for Polaris RZR Models with B.O.S.S. Style Secondary



These new Heavy Duty rollers replace the square slider blocks in the 2016 and newer B.O.S.S. secondary clutch. They reduce friction and wear on the clutch, resulting in longer clutch life and more consistent performance. Made from a very durable self-lubricating poly material for long life. **Sold per each.**

PART#
50-357



SLP Heavy Duty Outer Rollers for Polaris RZR Models with TEAM Tied Secondary



New SLP Rollers for RZR Tied Secondary Clutches now available. These rollers are made of a very durable, self lubricating poly material that provides over 3 times longer roller life! **Sold per each.**

PART#
50-351



These rollers are not a replacement for square slider clutches . For roller clutches only.

Power Pucks™ for 2016-18 Polaris Turbo



These Power Pucks™ decrease friction and increase power to the ground in the RZR Turbo drive clutch for more efficient shift. They eliminate the binding that happens when dirt or sand gets into the clutches. This results in a substantial increase in response and consistency with smooth power delivery. They are so effective that we have included them in all of our RZR Turbo clutch kits. Sold per set of 6. The Right Stuff elastomeric rubber is required for installation (see below).

Best Upgrade for your RZR Turbo Drive Clutch!

DESCRIPTION	PART#
Power Pucks, per set of 6	50-354
The Right Stuff Elastomeric Rubber	50-355



RZR Doors

for **Polaris 570 RZR, 800 RZR/S/XC & RZR XP 900**



The SLP RZR doors are light, durable and attractive. The strong, lightweight powder coated steel tube frame makes for an extremely durable door that will retain its function and fit for years. The light weight hard plastic skin is attractive and withstands bumps and bangs without denting unlike metal skins. The spring loaded double catch interior latch assembly allows quick and easy access with only a light push or pull required to latch it closed. And best of all, they provide the operator and passenger a more comfortable off-road experience. Sold per pair.



Door Seal Kit (Optional): Helps to keep dust, mud and water out of the cab. Each kit comes with enough seal for a complete set of SLP RZR Doors (see below).

DESCRIPTION	PART#
2008-10 800 RZR and RZR-S	67-144
2012-18 570 RZR	67-122
*2011-14 800 RZR, RZR-S, XC	67-122
2011-14 RZR XP 900	67-122
Optional Door Seal Kit	67-158

***NOTE:** 2014 RZR XC 800 will require the side roll bars to be replaced by standard 800 roll bars. RH Polaris #5337953-458 LH Polaris #5337952-458.

RZR Door Graphic Kits for SLP Doors on Polaris 570 RZR, 800 RZR, RZR-S, RZR XC & RZR XP 900

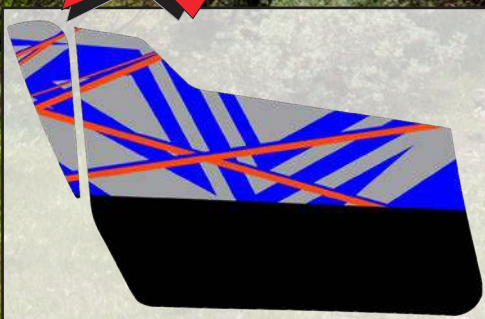


SLP now offers a variety of graphics kits to match your RZR's stock graphics. If you don't see a graphic kit that matches your unit, please contact us as new graphic kits are being added all of the time. These graphics are sold per pair. If purchased at the same time as a door set from SLP, the graphics can be applied prior to shipping.



DESCRIPTION
SLP RZR Door Graphics Kit, Pair
Install Graphics Kit, Pair

Wraps available to match most OEM graphics.



Visit our website to see available styles and color combinations.

Plug and Play Turn Signal Kit

for **2011-18 Polaris RZR 900,1000, Turbo and 2013-18 Polaris Ranger 900 and 1000**

These turn signal kits are pre-wired to work on all 2011-18 900,1000 and Turbo RZR models (both 2 and 4 seat versions) as well as 2013-17 Polaris Ranger 900 and 1000 (all models). They utilize 3 high intensity LED signal lights on each side up front for maximum visibility. In the rear, the signal function is added to the stock tail/brake lights by simply splicing into the stock wiring harness. The signal lever is column mounted (Ranger models can be column or dash mounted) and has a built in horn button on it with an indicator light that is mounted on the dash. This kit is simple to install, requiring only 3 connections to the factory wiring harness.



DESCRIPTION	PART #
2011-18 Polaris RZR 900, 1000 & Turbo	67-286
2013-18 Polaris Ranger 900, 1000	67-287
2016-18 Polaris General	67-327
RZR with Toggle Switch Kit	67-325
Optional License Plate Bracket with Light	67-288



Universal Street Legal Kit

This Street Legal Kit contains 4 small LED Ultra-Bright lights, 3/4" diameter with panel mounting grommet, toggle type turn signal switch, signal flasher, signal indicators, 130 Db horn, horn button, license plate mounting bracket and lighting, wire, fuses, fuse holders, all needed connectors and detailed instructions. Some states may have additional requirements or may not allow UTV's to be street legal. **This kit is generic for UTV and is not sold as a street legal solution for all states, it is the responsibility of the purchaser to understand requirements and laws for their particular state.**

PART#
67-155



Voltage Meter

Monitor your battery voltage with this digital volt meter. We have found that when running high draw accessories continuously, such as winching out of a tough spot, the battery can be drawn down to the point that if you shut off the engine, there is not enough power left to restart it. When the voltage is lower than 11.5 volts, the screen will flash to warn you.

PART#
19-113



Mini 3 Ambient Temperature/ Clock/Volt Meter

This Mini 3 meter was designed to help you monitor the basic information before and during your drive. You can now check the battery situation with the "low voltage warning" feature. The large display allows the clock to be read easily while riding. Finally, the ambient temperature function is a nice reference to have.

PART#
19-114



Power Vision CX by DynoJet



Power Vision is a new performance tuner that allows you to flash your ECU to fit your riding style and performance upgrades. Most SLP performance kits are supported with custom SLP maps and DynoJet is supporting most stock RZR applications with maps. For experienced tuners, custom maps can be created by modifying existing ones as the end user has complete control. Also, the rugged, weather resistant display allows you to monitor available sensor data real time on its high contrast screen that can be viewed even in direct sunlight.



- Fuel Delivery
- Spark Timing
- Rev Limits
- Speed Limits (including eliminating the seat belt speed limit for use with harnesses)
- Change or eliminate torque limiting functions
- Revise drive-by-wire profiles for more responsive performance
- Lower the fan turn on temperature for running in hot weather
- Boost Control for RZR Turbo models
- Left foot brake mode enabled

DESCRIPTION	PART#
2017-18 Polaris ACE 900 XC	70-196
2011-14 Polaris RZR 800/S/4	70-191
2011-14 Polaris RZR XP 900/4	70-190
2015-18 Polaris RZR 900/S/XC/4	70-189
2014-18 Polaris RZR XP 1000/4	70-188
2016-18 Polaris RZR-S 1000	70-195
2016-18 Polaris General 1000/4	70-193
2016-18 Polaris RZR Turbo	70-187
2011-14 Polaris Ranger 800/4	70-191
2013-18 Polaris Ranger XP 900	70-192
2017-18 Polaris Ranger XP 1000	70-194

Wideband CX by DynoJet



New! For the experienced tuner making custom maps and flashing them with a Power Vision CX, the Wideband CX is an invaluable tool. It plugs into the vehicle's diagnostic port and integrates AFR data from the included wideband O2 sensor with the OEM databus. This allows you to view and datalog wideband O2 data alongside OEM data directly from the vehicles diagnostic port. They are so effective that we have included them in all of our RZR Turbo clutch kits. Sold per set of 6. The Right Stuff elastomeric rubber is required for installation (see below).



DESCRIPTION	PART#
Wideband CX	70-314

Power Commander Accessories



SLP offers many tuning aids to help experienced tuners make their own maps. Please inquire or visit our website for more information.



DESCRIPTION	PART#
POD-300 Display	70-175



DESCRIPTION	PART#
Wideband 2	70-176
Can to Can Cable	70-134



DESCRIPTION	PART#
AutoTune	70-126
O2 Bung/Plug, Extra	19-101

Power Commander by DynoJet



The Power Commander V fuel controller gives you the ability to use a pre-programmed SLP map or to create a custom map of your own. Many PCV models also allow ignition timing control and Rev-Xtend capabilities that provide a good horsepower improvement over just controlling fuel alone. SLP has maps for most popular SLP engine configurations that, where applicable, utilize timing control and Rev-Xtend. However, if you choose to make a custom map for an engine configuration not supported by SLP, the PCV has the ability to be outfitted with optional tuning/monitoring accessories such as Autotune, Wideband 2 and the POD-300 display.



DESCRIPTION	PART#
2013-15 Polaris Ranger 900 XP (with ignition and timing control)	70-157
2014 Polaris RZR 1000 (with ignition and timing control)	70-158
2015-18 Polaris RZR 1000 (with ignition and timing control)	70-183
MODELS WITH IGNITION TIMING AND REV-XTEND CAPABILITIES	
2012-16 Polaris 570 RZR	70-150
2008-10 Polaris 800 RZR, RZR-S and RZR-4	70-151
2011-14 Polaris 800 RZR, RZR-S and RZR-4	70-141
2011 Polaris XP 900 RZR	70-142
2012-14 Polaris XP 900 RZR, RZR-4 and Jagged X	70-147
2015-18 Polaris 900 RZR, RZR-S, RZR-4 and XC	70-177

SLP Performance Kit for 2013-17 Polaris RZR 570



Make your 570 rip with this performance kit. It combines the added flow and performance of the SLP muffler with our no-compromise clutch kit to really wake this car up. With this kit, it becomes much more responsive to throttle inputs and quicker in acceleration. As an added benefit, it is much more consistent in its engine rpm and vehicle performance for changes in conditions, elevation and weight added to the car. All of this with a great sound from the SLP muffler (similar to stock sound levels at only 88 DB).



MODEL	DESCRIPTION	ELEVATION	PART#
2013-17 RZR 570 - non EBS Models	Trail Kit	All	54-432
2013-16 RZR 570 - EBS Models	Trail Kit	All	54-433

SLP Performance Kit -Stage 1

for **2011-14 Polaris XP 900 RZR and XP 900 RZR-4**



Wanting more POWER out of your RZR XP 900? We have combined our Performance Slip-On Muffler and a Clutch Kit to optimize the performance of the XP 900 by delivering an **additional 4.2 horsepower**. The Performance Slip-On Muffler delivers well over double the airflow compared to stock. It is constructed of stainless steel for strength and durability. Finally, a Complete Clutch Kit that ensures maximum horsepower transfer to the ground and can be tailored to match your combination and driving conditions.



	ELEVATION	ALL ELEVATIONS	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)
MODEL		PART#	PART#
2011 XP 900 RZR		54-412	54-413
2012-14 XP 900 RZR		54-414	54-415
2012-14 XP 900 RZR-4		54-428	54-429

SLP Performance Kit -Stage 2

for **2011-14 Polaris XP 900 RZR and XP 900 RZR-4**



This performance package from SLP is sure to give your XP 900 RZR the boost in performance you are looking for. We have combined our Performance Slip-On Muffler, High Flow Intake™ Kit, Power Commander V with pre-programmed SLP Map and a Clutch Kit. Together these bolt-on parts optimize the performance of the XP 900 by delivering an **additional 7 horsepower (3 1/2 lengths in an 1/8 mile drag race)**. The Performance Slip-On Muffler delivers well over double the airflow compared to stock. It is constructed of stainless steel for strength and durability. The High Flow Intake™ Kit includes an additional vent that provides substantially more intake surface area for a significant increase of air flow for better throttle response, quicker acceleration and better top-end speed. The Power Commander V with SLP pre-programmed map made specifically for this combination optimizes ignition and fuel delivery for maximum horsepower and running consistency. Finally, a Complete Clutch Kit that ensures maximum horsepower transfer to the ground and can be tailored to match your combination and driving conditions.



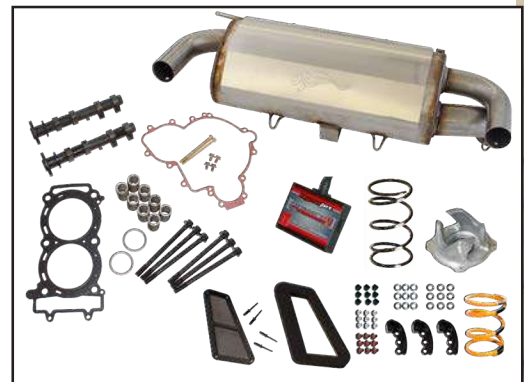
	ELEVATION	0-4500'		4500' +	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT	HIGH LOAD (SEE PG 5)
MODEL		PART#	PART#	PART#	PART#
2011 XP 900 RZR		54-400	54-401	54-402	54-403
2012-14 XP 900 RZR		54-404	54-405	54-406	54-407
2012-14 XP 900 RZR-4		54-420	54-422	54-421	54-423

SLP Performance Kit: Stage 3

for **2011-14 Polaris XP 900 RZR and XP 900 RZR-4**



Make your XP 900 RZR an animal with the addition of a Stage 3 performance package from SLP! We have combined our Performance Slip-On Muffler, High Flow Intake™ Kit, Power Commander V with pre-programmed SLP Map, Clutch Kit and High Performance Camshaft Kit. Together these parts optimize the performance of the XP 900 by delivering an **additional 15.2 horsepower (103.2 HP Peak)** on 91 octane pump fuel. The Performance Slip-On Muffler delivers well over double the airflow compared to stock. It is constructed of stainless steel for strength and durability. The High Flow Intake™ Kit includes an additional vent that provides substantially more intake surface area for a significant increase of air flow for better throttle response, quicker acceleration and better top-end speed. The Power Commander V with SLP pre-programmed map made specifically for this combination optimizes fuel delivery for maximum horsepower and running consistency. A Complete Clutch Kit insures that maximum horsepower is transferred to the ground and can be tailored to match your combination and driving conditions. Finally, a High Performance Camshaft Kit for maximum power with increased intake and exhaust duration and lift.



Important Note: Specialty tools are required to install the High Performance Camshaft Kit. Therefore, we recommend this installation be done by an authorized Polaris dealer or performance shop with the specialty tools and knowledge required.

	ELEVATION	ALL ELEVATIONS	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)
MODEL	PART#	PART#	PART#
2011 XP 900 RZR	54-408	54-409	54-409
2012-14 XP 900 RZR	54-410	54-411	54-411
2012-14 XP 900 RZR-4	54-426	54-427	54-427

SLP Performance Kit for 2013 Jagged X and 2011-14 900 XP Models with Polaris Stage 2 Kit



This performance package from SLP is sure to give your already powerful XP 900 Jagged X Edition the edge! We have combined the Power Commander V with pre-programmed SLP map, High Flow Intake Kit and a Clutch Kit. Together these bolt-on parts optimize the performance of the Jagged X by delivering an **additional 3.8 horsepower (103.2 HP Peak)** on 91 octane pump fuel.



	ELEVATION	ALL ELEVATIONS	ALL ELEVATIONS
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)
MODEL	PART#	PART#	PART#
2013 Jagged X	54-424	54-425	54-425
2012-14 900 XP RZR/RZR-4 with Polaris Stage 2	54-424	54-425	54-425
2011 900 XP with Polaris Stage 2	54-430	54-431	54-431

SLP Performance Kit

for **2015-18 Polaris 900 Trail/S/XC/4**



Make your 900 more responsive and powerful with this performance kit. This kit combines our performance muffler, High-Flow Super Silent™ Intake Kit and clutch kit to get more horsepower out of the engine and transferred to the ground. The sound quality of the muffler is spectacular with a slightly deeper, throatier tone without a substantial increase in overall sound level. The intake kit provides crisp, clean, cool high horsepower air. This package is especially popular with the sand and big tire crowd.



ELEVATION	0-4500'		4500' +	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT
MODEL	PART#	PART#	PART#	PART#
2015 Polaris 900 Trail/S/XC/4 with Factory EBS	54-442	54-443	54-444	54-445
2015 Polaris 900 Trail/S/XC/4 without Factory EBS	54-446	54-447	54-448	54-449
2016-18 Polaris 900 Trail/S/XC/4	54-434	54-435	54-436	54-437

SLP Super Silent™ Performance Kit

for **2015-18 Polaris 900 Trail/S/XC/4**



Are you looking to reduce the noise level of your 900 while increasing performance? This Super Silent™ Combo Kit combines our Super Silent™ Muffler and Super Silent™ Intake together with our clutch kit to optimize the performance of your car and significantly reduce the sound level. Tire noise becomes the dominant sound after installing this kit. Whether you are using your RZR to get you in and out of your favorite hunting spots or just want to have a more enjoyable ride with less noise, this kit is perfect for you.



ELEVATION	0-4500'		4500' +	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT
MODEL	PART#	PART#	PART#	PART#
2015 Polaris 900 Trail/S/XC/4 with Factory EBS	54-450	54-451	54-452	54-453
2015 Polaris 900 Trail/S/XC/4 without Factory EBS	54-454	54-455	54-456	54-457
2016-18 Polaris 900 Trail/S/XC/4	54-438	54-439	54-440	54-441

SLP Stage 1 Performance Kit

for **2014-18 Polaris XP 1000 RZR/RZR-4**



Horsepower and throttle response are at the heart of this Stage 1 SLP Performance Kit. This kit combines our ever popular high output silencer, intake kit and clutching to not only give you the higher horsepower that you desire, but also the proper shift curve to make sure the power gets to the ground.



MODEL	ELEVATION	0-4500'		4500' +			0-4500'	4500'+	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT	HIGH LOAD (SEE PG 5)		SAND SPECIFIC	SAND SPECIFIC	
		PART#				PART#			
2014 RZR 1000 XP		54-458	54-459	54-460	54-461		54-462	54-463	
2014 RZR-4 1000 XP		54-464	54-465	54-466	54-467		54-468	54-469	
2015 RZR 1000 XP*		54-470	54-471	54-472	54-473		54-474	54-475	
2015 RZR-4 1000 XP*		54-476	54-477	54-478	54-479		54-480	54-481	
2016-17 RZR 1000 XP*		54-482	54-483	54-484	54-485		54-486	54-487	
2016-17 RZR-4 1000*		54-488	54-489	54-539	54-540		54-541	54-542	
2018 RZR 1000 XP*		54-647	54-648	54-649	54-650		54-651	54-652	
2018 RZR-4 1000*		54-653	54-654	54-655	54-656		54-657	54-658	



*For closed course competition only.

SLP Stage 2 Performance Kit

for **2015-18 Polaris XP 1000 RZR/RZR-4**



Get the most bolt on power out of your RZR 1000 with this SLP Stage 2 Performance Kit. This kit optimizes the horsepower and torque available in your RZR 1000 by combining a Power Vision CX flash tuner with an SLP super tuned map and our popular high output silencer, intake kit and clutching. This creates an all out awesome performance combination for the RZR 1000. For closed course competition only.



MODEL	ELEVATION	0-4500'		4500' +			0-4500'	4500'+	
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT	HIGH LOAD (SEE PG 5)		SAND SPECIFIC	SAND SPECIFIC	
		PART#				PART#			
2015 RZR 1000 XP		54-543	54-544	54-545	54-546		54-547	54-548	
2015 RZR-4 1000 XP		54-549	54-550	54-551	54-552		54-553	54-554	
2016-17 RZR 1000 XP		54-555	54-556	54-557	54-558		54-559	54-560	
2016-17 RZR-4 1000 XP		54-561	54-562	54-563	54-564		54-565	54-566	
2018 RZR 1000 XP*		54-659	54-660	54-661	54-662		54-663	54-664	
2018 RZR-4 1000*		54-665	54-666	54-667	54-668		54-669	54-670	



For closed course competition only.

SLP Stage 1 Performance Kit

for **2016-18 Polaris Turbo**



Effectively and consistently apply the horsepower of your Turbo RZR to the ground with the SLP Stage 1 performance kit. This kit combines the SLP Performance Muffler, Intake Kit and clutch kit. These parts provide increased consistency in performance with a much snappier throttle feel and sound. Whether on the sand, rocks, mountain or desert road, this kit is sure to please.



For closed course competition use only.

	ELEVATION	0-4500'		4500' +		0-4500'	4500'+
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT	HIGH LOAD (SEE PG 5)	SAND SPECIFIC	SAND SPECIFIC
MODEL	PART#				PART #		
2016 RZR Turbo	54-632	54-632	54-633	54-633	54-634	54-634	
2016 RZR-4 Turbo	54-632	54-632	54-633	54-633	54-634	54-634	
2017-18 RZR Turbo (HO)	54-635	54-635	54-635	54-635	54-636	54-636	
2017-18 RZR-4 Turbo (HO)	54-635	54-635	54-635	54-635	54-636	54-636	

SLP Stage 2 Performance Kit

for **2016-18 Polaris Turbo**



Punish the competition with the sharp performance that this Stage 2 Performance kit provides. This kit combines the SLP Performance Muffler, intake kit, clutch kit and a DynoJet Power Vision which allows you to safely turn up the boost for more horsepower output while remaining compatible with 91 octane pump fuel. The unique design of this SLP silencer provides 42% more airflow and gives the engine a "lopey" sound at idle with a pleasing roar at RPM. Couple these parts together with the SLP Clutch Kit and you get an extremely responsive, consistent, powerful machine that can take on most any challenge the trail or sandbox may offer. **For closed course competition use only.**



	ELEVATION	0-4500'		4500' +		0-4500'	4500'+
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT	HIGH LOAD (SEE PG 5)	SAND SPECIFIC	SAND SPECIFIC
MODEL	PART#				PART #		
2016 RZR Turbo	54-637	54-637	54-638	54-638	54-639	54-639	
2016 RZR-4 Turbo	54-637	54-637	54-638	54-638	54-639	54-639	
2017-18 RZR Turbo (HO)	54-640	54-640	54-640	54-640	54-641	54-641	
2017-18 RZR-4 Turbo (HO)	54-640	54-640	54-640	54-640	54-641	54-641	

SLP Stage 3 Performance Kit

for **2016-18 Polaris Turbo**



Performance with a PUNCH! This Stage 3 kit adds the SLP High Flow™ Intake Kit in combination with the SLP performance muffler, clutch kit and DynoJet Power Vision for even more performance. The SLP intake kit shortens the length of the intake tube as well as keeping it away from the heat of the engine and header, which delivers an additional 7 horsepower and one pound of boost on its own. While still remaining compatible with 91 octane pump fuel, this combination provides extremely sharp response with explosive acceleration and top-end power. This combination will leave your competition wondering what just hit them.



Turn Up the Boost!



For closed course competition use only

Final pricing was not available at time of catalog printing, please inquire.

MODEL	ELEVATION	0-4500'		4500' +		0-4500'	4500'+
	DESCRIPTION	TRAIL KIT	HIGH LOAD (SEE PG 5)	TRAIL KIT	HIGH LOAD (SEE PG 5)	SAND SPECIFIC	SAND SPECIFIC
		PART#				PART #	
2016 RZR Turbo		54-642	54-642	54-643	54-643	54-644	54-644
2016 RZR-4 Turbo		54-642	54-642	54-643	54-643	54-644	54-644
2017-18 RZR Turbo (HO)		54-645	54-645	54-645	54-645	54-646	54-646
2017-18 RZR-4 Turbo (HO)		54-645	54-645	54-645	54-645	54-646	54-646

Bed Fan Kit - Fan Forced Hot Air Elimination



This Hot Air Elimination kit utilizes a high volume fan and a thermostat to purge the hot air out from under the bed of the RZR. This reduces the chance of plastic damage to the bed and rear cab area when running on those hot summer days. It also keeps the top of the bed cooler, reducing the heat transferred through to your precious cargo items.



The system is all automatic, and when the master switch is on, the thermostat monitors the temperature and turns the high volume fan on when the temperature reaches a certain point. After the temperature has been reduced the fan automatically turns off.

DESCRIPTION	PART#	PRICE/KIT
2008-14 RZR 800 Model	67-159	199.95
2010-14 RZR-4 800 Models	67-165	199.95
2012-14 RZR 900 XP & Jagged X	67-168*	199.95

Pre-wired harness for easy installation.

***Will not fit 2011 900 or any model with external oil tank.**

Flow-Rite™ Intake Kits



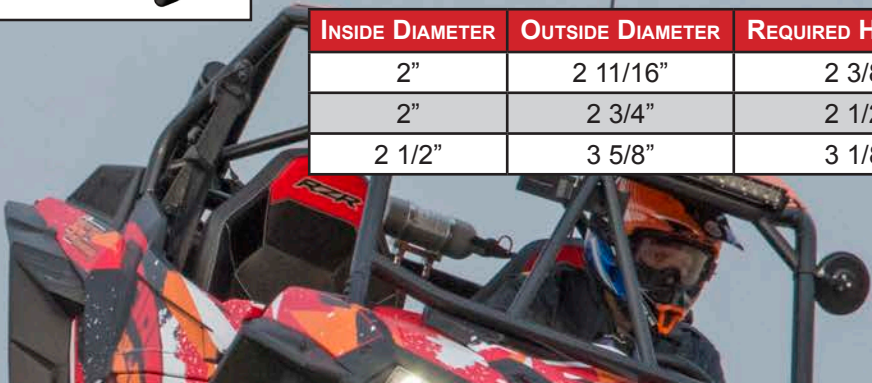
These all purpose vents provide additional air flow and utilize a special water repellant pre-filter material that acts as a dust and splash guard. **Sold per each.**

Part #14-189 and #14-194 are made using a rubber flange to attach the Flow-Rite™ to the surface that it is being installed in. This rubber flange conforms itself to a wide variety of contoured, shaped and textured surfaces for a universal mounting system.



Part #14-197 is designed for ease of installation on flat or nearly flat surfaces. It requires a 2 1/2" size hole saw, which is readily available from any hardware store. Installation is a snap: hole saw the hole, debur the edges, clean hole saw shavings and snap Flow-Rite™ into place.

INSIDE DIAMETER	OUTSIDE DIAMETER	REQUIRED HOLE SIZE	PART#
2"	2 11/16"	2 3/8"	14-194
2"	2 3/4"	2 1/2"	14-197
2 1/2"	3 5/8"	3 1/8"	14-189



Clutch Vents for All Polaris 800 RZR Models



These clutch vents are installed into the clutch cover to allow more air to flow into the clutch enclosure to reduce clutch and belt heat and help maintain proper performance. It utilizes a special pre-filter material that repels water and keeps dirt out yet maintains high airflow. Sold in a set of 2 vents.

PART#

67-108



Intake Grate for 2013-18 Polaris RZR 570



Let it breathe! This intake grate replaces the stock intake grate and foam on the Polaris RZR 570. It utilizes our pre-filter material that repels water and helps keep dirt out of the air filter and clutch area to maintain optimum performance.

PART#

14-316



Stock Vent Pre-Filter Kit

for **2011-14 Polaris XP 900 RZR/RZR-4 and Jagged X**



These pre-filter vent kits help eliminate dirt and other heavy particles from getting into the intake for prolonged air filter life and into the clutches for longer clutch life. It replaces the stock foam and vent cover and provides more intake surface area. Utilizes a special pre-filter material that repels water and dirt, yet maintains high airflow. Kit includes a pre-filter vent for both the engine and clutch intakes as well as plastic rivets for installation.



DESCRIPTION	PART#
Air Intake & Clutch Pre-Filter Combo	67-154
Air Intake Pre-Filter Vent	67-150
Clutch Air Intake Pre-Filter Vent	67-152

High Flow Intake Kit

for **Polaris 2011-14 900 RZR, RZR-4 and Jagged X**



This kit delivers a substantial increase in airflow to the intake of the Polaris RZR 900 XP. The additional airflow provides better throttle response, quicker acceleration and better top-end power. It is highly recommended that this kit be run in conjunction with an SLP Performance Slip-On Muffler and Power Commander V. The use of an SLP Clutch Kit is also recommended.



PART#
67-151

Hot Air Elimination™ Kit

for **2011-14 Polaris XP 900 RZR/RZR-4/Jagged X**



This attractive vent kit helps reduce stagnant hot air given off by the engine and headers by allowing hot air to escape from under the bed. Kit includes a vent and mounting hardware.

PART#
67-153



Super Silent™ Intake Kit

for **Polaris 2015-18 900 RZR and 2016-18 RZR 1000 S**



This Super Silent™ intake kit substantially reduces the intake sound level across the entire throttle range and is most noticeable at higher throttle positions where the stock intake becomes annoyingly loud. It draws its airflow from a high location that is away from the dirt, dust and mud. Combined with an SLP pre-filter cover, this extends the service life of the stock air filter element. The intake charge from this area is colder, which produces more horsepower. Combine with our Super Silent™ muffler (page 3) for the ultimate “Quiet” ride or the Super Silent™ Performance Kit page 21 for best of both worlds, quiet and performance. Tire noise at that point becomes the dominant sound.



DESCRIPTION	PART#
Air Intake for RZR with no window	67-281
Air Intake for RZR with Ryfab back window	67-326



Engine Intake Pre-Filter Kit

for **2014-18 Polaris 1000 RZR/RZR-4 & 2016-18 RZR Turbo**



Extend the service life of your stock filter element while adding some more response, performance and consistency with this new engine intake pre-filter kit. This kit utilizes a snorkel that fastens securely and seals to the stock intake horn. It protrudes through the top of the stock bedside and uses a water repellant pre-filter sock that is self cleaning in most conditions. In dusty or sandy conditions, the vibration of the vehicle and wind coming across the pre-filter effectively clean the pre-filter. When run in wet, muddy conditions, the pre-filter can be removed and rinsed off. All of the larger dust particles are stopped by the pre-filter which substantially increases the service life of the stock filter.



DESCRIPTION	PART#
2014-16 Polaris 1000 RZR/RZR-4 & 2016 Turbo	67-283
2017-18 Polaris 1000 RZR/RZR-4 & 2017-18 Turbo	67-331



Clutch Air Intake Filter for 2016 Polaris Turbo



Keeping dust and dirt out of the clutches extends their life and keeps your RZR running as it should. The RZR Turbo clutches like to be run in a clean environment, but the stock filter system on the top of the bedside plugs easily and leaks dust, dirt and mud into the clutches. This Clutch Air Intake Filter kit utilizes a snorkel that fastens securely and seals to the stock clutch intake horn. It protrudes through the top of the stock bedside and uses a water repellant pre-filter sock that is self cleaning in most conditions. In dusty or sandy conditons, the vibration of the vehicle and wind coming across the filter effectively clean it. When run in wet, muddy conditions, the filter can be easily removed and rinsed off. This kit makes a substantial difference in the cleanliness of your clutches which results in more consistent power delivery.



PART#
67-285

Engine and Clutch Intake Kit with Filter for 2016-18 Polaris Turbo



Horsepower is the name of the game, and we have figured out how to attain an additional 7 horse by relocating the engine and clutch intakes. The engine air intake is relocated to the driver's side. This shortens

the length of the air intake tube to the engine, which reduces restriction and heat as it is kept away from the heat of the engine, turbo and exhaust, which gives us a cooler intake charge. This relocation has proven an excellent choice, as we are picking up over a pound of boost by doing so and seeing cooler air intake temperatures as well. Final pricing was not available at time of catalog printing, please inquire.



DESCRIPTION	PART#
2016-18 RZR Turbo Engine and Clutch Intake	67-328

Clutch Intake Tube Pre-Filter for 2015-18 Polaris 900 Trail/S/XC



This pre-filter covers the stock intake tube to reduce the amount of sand, dust and dirt particles that enter the clutch chamber. Clutch and belt life is increased by keeping the clutch components clean.

An absolute must for running on dusty trails!

PART#
14-226



Wheel Spacer Kits

for **All ACE, RZR and General Models**

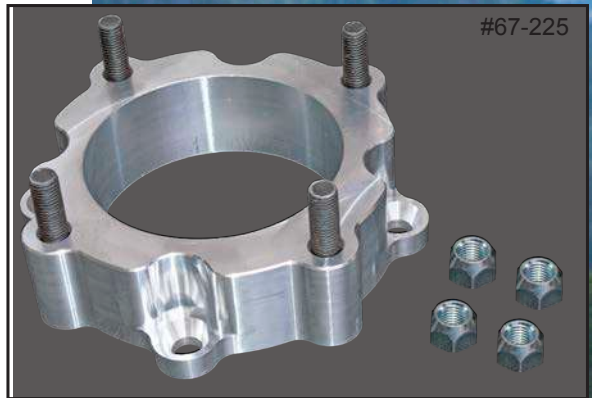
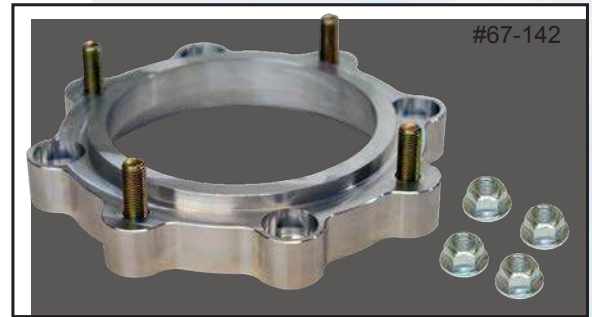


These wheel spacer kits allow you to widen your RZR for more stability when running high speed tight trails/roads or crawling over the nastiest rock piles. It does so by giving you an additional 7/8" or 1 3/4" width per side (1 3/4" or 3 1/2" overall). They are manufactured from high quality billet aluminum and are precision CNC machined to ensure perfect fit and proper balance. These wheel spacers can be used on most RZR models with some limitations based on wheel offset and tire size, see our recommendations below. Simple bolt on installation with no permanent modifications.

Sold per pair.

7/8" Wheel Spacers. These wheel spacers can be used on most RZR models, and we find the most popular applications are RZR-S, RZR-4 and RZR XP 900 models to give them more stability. They also work great on 50" RZR models if using larger than 26" tires or aftermarket wheels with more offset than stock (this is the maximum width that can be used and still keep the tires from contacting the rear of the front fender well when turning and going through the bumps). They also allow the use of 12" wide rear tires on stock wheels without contacting the frame (50" RZR 800).

1 3/4" Wheel Spacers. These wheel spacers can be used on most RZR models, and we find the most popular applications are 50" 570/800/900 RZR models using 26" tires or smaller and stock offset wheels. This provides the 50" 570/800/900 RZR much more stability and they can be removed easily to return to stock width for running 50" trails. Larger tires and offset wheels can be used, however, some further modifications such as fender trimming or lift kits may be necessary for proper clearance depending on the model. These spacers can also be used for extra width on the XP 900/1000, 800/900 S, XC, 800/900/1000 RZR-4, RZR-Turbo and General models. Wheel spacers on 50" 900 models will only fit up to a maximum tire size of 29" without further modifications.



Sold per pair.

PART#	YEAR	7/8" STYLE	1 3/4" SPACER
ACE 325	2014-16	67-142	67-143
ACE 570	2015-18	67-142	67-143
ACE 900	2016-18	67-142	67-143
570 RZR	2012-18	67-142	67-143
800 RZR, RZR-S, RZR-4 and XC	2008-14	67-142	67-143
900 XP RZR and RZR-4	2011-14	67-142	67-143
900 RZR, RZR-S, XC and RZR-4	2015-18	--	67-225
1000 XP RZR, RZR-4, 2016-17 RZR-S & Turbo	2014-18	--	67-225
1000 EPS General and General-4	2016-18	--	67-225

Wheel Adapters - 5 x 4 1/2 Wheel Pattern

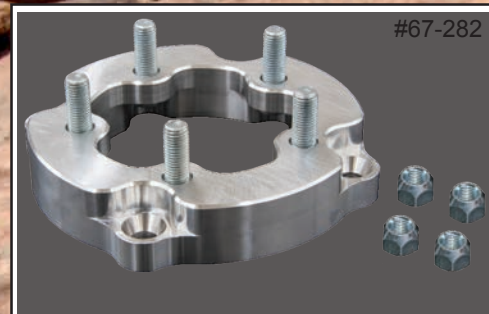
for **All 2015-18 900 RZR/S/XC/4, 2014-18 1000 XP RZR/S/4, 2016-18 RZR Turbo and 2016-18 General/4**



These wheel adapters change the stock lug pattern to the more common 5 x 4.5" (5 on 4 1/2") automotive lug pattern. This allows you to easily convert to automotive style wheels and tires. They are manufactured from high quality billet aluminum and are precision CNC machined to ensure perfect fit and proper balance. Simple bolt on installation with no permanent modifications required. These wheel adapters give you an additional 1 1/4" width per side (2 1/2" overall). Sold per set of 4.

PART#

67-282



Why use automotive tires and wheels?

Automotive tires are DOT legal, allowing them to be used on public roads in States where it is legal to do so. They are usually more durable with a strong sidewall and puncture resistant carcass. Other benefits include a smooth ride and low noise throughout the life of the tire. Tire size and tread pattern choices are nearly endless. For our riding style, we like a high quality All Terrain or Mud Terrain tire.



+2" Forward A-Arm Kit

for **Polaris RZR 900-S, RZR 1000/S/4 and Turbo**



These A-Arms move the front hub mounting point 2 inches forward to give you much needed clearance to run large tires on a RZR. With these A-Arms installed up to a 33" tire will clear without contacting the fender-well in a turn. Their high strength design provides great durability, and as an added bonus, ground clearance is substantially increased (about 3" depending on the model). These A-Arms provide a great solution for serious trail riders where additional ground clearance and tire size is beneficial. We highly recommend an SLP High Load Clutch Kit with larger tires (see pages 5-7 or inquire).



COLOR	PART#		
	900-S 900-4 1000-S	2014-18 RZR XP 1000 & 4 2016 TURBO & 4	2017-18 RZR TURBO & 4
Black	67-289	67-295	67-301
Red	67-290	67-296	67-302
White	67-291	67-297	67-303
Orange	67-292	67-298	67-304
Blue	67-293	67-299	67-305
Lime	67-294	67-300	67-306

High Clearance Front Lower A-Arms

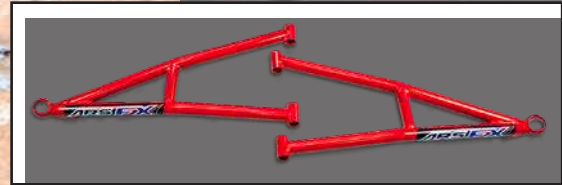
by Zbroz Racing for **2011-14 Polaris XP 900 RZR/4, Jagged X, 2014-18 1000 XP RZR/4 & 2016-18 RZR Turbo**



These lower A-Arms add some much needed ground clearance (an additional 3" compared to stock) and strength to the front end of your XP 900/1000. They are sold as a pair and are easily installed (pivot parts and ball joints are reused off stock lower A-Arms). We recommend their use only with stock axles and CV joints.



COLOR	PART#			
	XP 900	XP 1000	2016 RZR TURBO	2017-18 RZR TURBO
Black	67-210	67-231	67-231*	67-332
White	67-211	67-232	67-232*	67-333
Orange	67-212	67-233	67-233*	67-334
Blue	67-213	67-234	67-234*	67-335
Red	67-214	67-235	67-235*	67-336

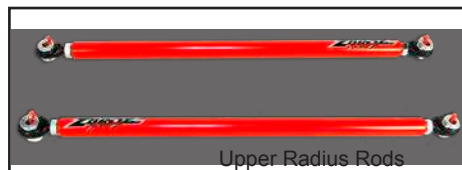


High Clearance/Strength Radius Rods

by Zbroz Racing for **2011-14 Polaris XP 900 RZR/RZR-4, Jagged X and 2014-18 1000 RZR/RZR-4 & 2016-18 RZR Turbo**



Maximize ground clearance on the Polaris RZR 900/1000 XP with a set of max ground clearance and high strength radius rods from Zbroz Racing. Simply bolt these in place of your stock rods and you're ready to go. These radius rods are a simple bolt on replacement for the stock radius rods. Each kit includes both left and right replacement radius rods and installation instructions. Powder coated for a durable, attractive finish.



COLOR	PART#	PART#				PART#			
	XP 900 UPPER	XP 1000 UPPER	2016 TURBO	2017-18 TURBO	XP 900 LOWER	XP 1000 LOWER	2016 TURBO	2017-18 TURBO	
Black	67-190	67-200	67-200	67-309	67-195	67-205*	67-205*	67-317*	
White	67-191	67-201	67-201	67-310	67-196	67-206*	67-206*	67-323*	
Orange	67-192	67-202	67-202	67-311	67-197	67-207*	67-207*	67-319*	
Blue	67-193	67-203	67-203	67-312	67-198	67-208*	67-208*	67-320*	
Red	67-194	67-204	67-204	67-313	67-199	67-209*	67-209*	67-321*	
Lime	--	67-307	67-307	67-314	--	67-308*	67-308*	67-322*	

***Not for use with the Polaris accessory Lock and Ride rear bumper. Max ground clearance (lower) radius rods increase ground clearance by 3".**

High Clearance Trailing Arms by Zbroz Racing

for **2011-14 Polaris XP 900 RZR/RZR-4, Jagged X and 2014-18 XP 1000 RZR/RZR-4, 2016-18 RZR Turbo**



Tired of dragging your stock bulky trailing arms over every ledge or rock you cross? Problem solved: Zbroz Racing's ARS FX Max Ground Clearance Trailing Arms. These trailing arms offer 3" more clearance while maintaining the use of the stock shock length and mounting location. This kit includes both right and left replacement trailing arms and installation instructions. Powder coated for durability.

COLOR	PART#		
	XP 900	XP 1000	2016-18 RZR XP TURBO
Black	67-185	67-226	67-226
White	67-186	67-227	67-227
Orange	67-187	67-228	67-228
Blue	67-188	67-229	67-229
Red	67-189	67-230	67-230
Lime	--	67-324	67-324



900 Trailing Arm



1000 Trailing Arm

Heavy Duty Axles for Polaris RZR

These Heavy Duty Axles from Demon are made of high quality chromoly steel to withstand the rigorous punishment that large tires, rough terrain and rowdy drivers can deliver. They integrate a larger shaft diameter than a stock axle and the tough CV joint provides increased CV travel. The precision machined internal components utilize induction heat treating to reduce friction and increase CV strength and durability. They use a TPEE boot that delivers great strength with optimal flex fatigue and puncture resistance. The CV joint is packed with premium moly grease to insure smooth motion over the life of the joint. Sold per each.



DESCRIPTION	FRONT	REAR
2012-17 570 (50")	67-700	67-707
2008-14 800 (50")	67-700	67-708
2009-14 800 RZR-4, RZR-S (60")	67-701	67-709
2011-14 900 XP, XP-4	67-702	67-710
2015-17 900 (50"/55")	67-703	67-711
2015-17 900-S, 900-4 (60")	67-704	67-712
2016-17 1000-S (60")	67-704	67-712
2014-17 1000 XP, XP-4	67-705	67-713
2016-17 Turbo & Turbo 4	67-706	67-713

Galfer Wave® Brake Rotors and Pads

for **Polaris RZR and General**

Are you looking for an amazing brake feel? The patented Wave® rotor from Galfer provides premium braking power with a substantial increase in lever feel and modulation. Each rotor is manufactured from a proprietary mix of virgin high carbon 420 stainless steel, laser cut and double disc parallel ground to assure each is perfectly flat and then heat treated. This provides a premium rotor that is extremely durable and resistant to the extreme demands that can be placed on it. Combined with their high performance sintered brake pads, this combination provides a longer lasting, extremely predictable and consistent feel with much better braking power. This combination is excellent for heavy braking demands handling even the high heat of full out racing use. The difference in feel and performance of these brakes is simply remarkable. Get your set today.



DESCRIPTION	FRONT PADS	REAR PADS	FRONT Disc	REAR Disc
2008-13 800 RZR (50")	27-200	27-203	27-100	27-104
2009 800 RZR-S	27-202	27-202	27-102	27-104
2010 800 RZR-S	27-200	27-203	27-100	27-104
2010-13 800 RZR-4	27-201	27-202	27-101	27-104
2011-13 RZR XP 900	27-200	27-202	27-101	27-105
2012-14 RZR-4 XP 900	27-201	27-201	27-101	27-105
2014-18 RZR XP 1000	27-201	27-201	27-103	27-103
2016-18 RZR-4 XP 1000	27-204	27-204	--	--
2016-18 RZR Turbo	27-204	27-204	--	--
2016-18 General 1000 EPS	27-201	27-201	27-103	27-103

Note: Brake pads are sold per pair (4 pair required to outfit the whole vehicle). Brake Discs are sold per each (4 discs are required to outfit the whole vehicle).

Mud Guard for **Polaris 570/800 RZR**

The Mud Guard will keep rocks, sticks, and any debris from building up in your undercarriage on the driver side of your vehicle. It's compatible with SLP Rocker Armor™ and is manufactured from 0.090" thick aircraft grade aluminum.

DESCRIPTION	PART#
2008-10 800 RZR and RZR-S	67-113
All 570, 800 RZR-4, 2011-14 800 RZR/S/XC	67-114



Gas Tank Armor for **Polaris 570/800 RZR**

Gas Tank Armor is a must have for all 570/800 RZR, RZR-S, XC and RZR-4 owners. This product will keep rocks, sticks, and any other sharp objects from piercing the exposed rear portion of the gas tank. It is compatible with SLP Rocker Armor™ and is manufactured from 0.090" thick aircraft grade aluminum.

DESCRIPTION	PART#
570/800 RZR, RZR-S, XC & RZR-4	67-112



Front Anchor Point for Polaris 2015-18 900 Trail/XC/S/4, XP 1000 RZR/S/4, 2016-18 RZR Turbo & General 1000 EPS



This Front Anchor Point is a must for every 900 Trail/XC/S and XP/General 1000 owner. Made out of high strength steel and powder coated, it not only provides a well needed front tie down point but the mounting plate also wraps under the front, providing the RZR with more protection. The D-Ring is load rated at 4,000 pounds and galvanized for strength and durability. Kit includes all mounting hardware and installation instructions.



COLOR	PART#	
	900 TRAIL/XC/S <i>EXCEPT</i> 900 RZR-4	XP 1000 RZR/RZR-4 2015-18 900 RZR-4, 2016-18 RZR TURBO, 2016-18 GENERAL/4
Black	67-277	67-216
Red	-	67-219
Silver	-	67-221
White	67-279	67-280

Will not fit with front bumper.

Aluminum Hawse Fairlead for Polaris 2015-18 900 RZR/S/XC/4, 2014-18 1000 XP RZR/S/4 & 2016 RZR Turbo



This fairlead is machined from solid billet aluminum and is designed to be used with synthetic winch lines.

Kit includes: fairlead, plastic winch cover, instruction sheet and necessary hardware.



PART#

67-217

Hitch Receiver Assembly

for Polaris 2011-14 900 XP RZR/RZR-4 except Jagged X



This receiver hitch for the RZR XP 900 is powder coated and made of high-tensile steel. It was designed to provide a good towing/pulling point while keeping the receiver out of the way of most trail obstacles. The 1 1/4" x 1 1/4" Stinger and 1/2" D-Ring Combo (page 35) and 1 1/4" x 1 1/4" Aluminum Stinger (Ball Mount) (page 35), make good companions to this hitch assembly. This hitch will also accept most class II stingers (1 1/4" x 1 1/4").

WARNING: This is not a certified towing device, use at your own risk.



PART#

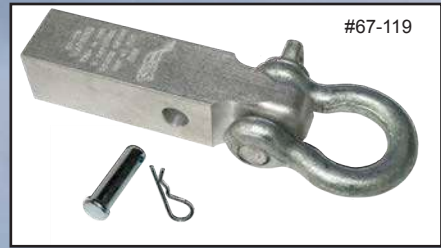
67-156

Aluminum Stingers



These aluminum stingers are made from solid billet 6061 T-6 aluminum for a strong, lightweight and durable part. Built for off-road utility purposes only. See part numbers and descriptions below. Sold in Kit form with hitch pin/clip.

WARNING: These are not a certified towing devices, use at your own risk.



#67-119



#67-173
#67-174
#67-175



#67-179



#67-176
#67-177
#67-178

DESCRIPTION	LOAD RATING	PART#
1/4" x 1 1/4" Stingers		
1 1/4" x 1 1/4" Stinger with 1/2" D-Ring	D-Ring - 4,000 lbs.	67-119
1 1/4" x 1 1/4" Stinger (no ball)	not load rated	67-173
1 1/4" x 1 1/4" Stinger and 1 7/8" Ball	not load rated	67-174
1 1/4" x 1 1/4" Stinger and 2" Ball	not load rated	67-175
2" x 2" Stingers		
2" x 2" Stinger with 5/8" D-Ring	D-Ring - 6,500 lbs.	67-179
2" x 2" Stinger with Ball Mount and D-Ring (no ball)	5,000 lbs. Gross	67-176*
2" x 2" Stinger with Ball Mount and D-Ring and 1 7/8" Ball	500 lbs Tongue Weight	67-177
2" x 2" Stinger with Ball Mount and D-Ring and 2" Ball	D-Ring 6,500 lbs	67-178
Stinger Balls		
1 7/8" Ball	not load rated	67-180
2" Ball	not load rated	67-181

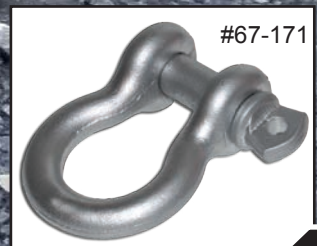
*Will accept 1 7/8" and 2" balls with a 3/4" shaft diameter and minimum 1 3/4" shaft length.

Universal D-Rings

These Universal D-Rings can be mounted to your RZR for a rugged offroad look while adding easy access to winch or tie down points. **#67-117** fits perfectly in the anchor points of SLP D-Ring Stinger Kits and Front Bumpers. Sold per each.



#67-117



#67-171

D-RING LOOP	PIN SIZE	LOAD RATE	PART#
1/2" diameter	5/8"	4,000 lbs	67-117
5/8" diameter	3/4"	6,500 lbs	67-171

Rocker Armor™ for Polaris RZR



SLP's Rocker Armor™ protects the underside of the Polaris RZR against rocks and other hard objects without losing valuable ground clearance. Made of high-tensile steel for superior strength, they slide easily over sharp rocks and are extremely resistant to gouging. The protection area covers from wheel well to wheel well and they are powder coated for maximum durability. Includes mounting hardware and installation instructions. Sold per pair.



2011-14 RZR 900 XP Rocker Armor™



570/800 RZR/RZR-S Rocker Armor™



2012-14 RZR-4 900 XP Rocker Armor™



800 RZR-4 Rocker Armor™

DESCRIPTION	PART#	COLOR
570/800 RZR, RZR-S & XC	67-100	Silver and Black
570/800 RZR, RZR-S & XC	67-103	Black Texture
800 RZR-4	67-109	Silver and Black
800 RZR-4	67-110	Black Texture
2011-14 RZR XP 900**	67-126	Silver and Black
2011-14 RZR XP 900**	67-127	Black Texture
2012-14 RZR-4 XP 900/Jagged X**	67-145	Black Texture



*Free freight available for ground service only on SLP's choice of carriers.

**2011-14 RZR XP 900 Rocker Armor™ has an integrated fuel tank guard.

Plate Style Front Bumper Kit

for Polaris 570 RZR, 800 RZR/RZR-S/XC/ RZR-4, XP 900 RZR/RZR-4 & Jagged X

This front bumper kit from SLP is built out of tough high tensile strength steel plate material. It blends into the stock body lines and creates a nice look that will make you wonder if it were part of the original conceptual design of the RZR. It comes standard with a mounting location for a 12" light bar (Polaris Part # 2879500) and two D-ring (see page 35) mounting locations while providing great protection to the front of your RZR.

DESCRIPTION	PART#
Black Textured - Front Bumper Kit	67-157
Silver Textured - Front Bumper Kit	67-160
Raw (no coating) - Front Bumper Kit	67-248
Black Textured - Bumper Hoop (optional)	67-161
Silver Textured - Bumper Hoop (optional)	67-162
Raw (no coating) - Bumper Hoop (optional)	67-249

Note: Not compatible with a winch.



*Bumper hoop sold separately. Picture shown is #67-157 with #67-161 installed.

Heavy Duty Front Bumper Kit

for **Polaris 570 RZR, 800 RZR/RZR-S/XC/ RZR-4, XP 900 RZR/RZR-4 & Jagged X**



Whether bajaing down a nasty trail or creeping across rocky, rugged terrain, this bumper kit protects well against the gnarliest conditions. Made of 1 3/8" x .095" wall DOM for strength then powder coated for a great look and maximum durability. It also features two anchor points for D-Rings (see page 35), as well as mounting points for Baja Lights. Kit includes all mounting hardware and installation instructions.



Note: This kit mounts to factory upper mounting location on RZR 570/800 models . To increase strength of this mounting position, use SLP High Strength Upper Mount Kit (part #67-129) see below.

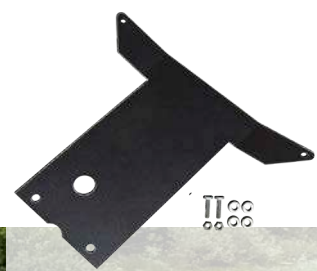
DESCRIPTION	PART#	
2011-17 Silver and Black	67-123	
2011-17 Black Textured	67-125	
2011-17 Raw (no coating)	67-244	

For even more complete protection, use with SLP Front Skid Plate see below.

Front Skid Plate for **Polaris All 570/800 Models**



This skid plate covers the area between the **SLP Front Bumper** and the **stock center plastic skid plate**, which is the section of frame where the A-arms mount. It is made from high-tensile strength steel to protect against rocks and other hard objects without losing valuable ground clearance. This material slides easily over sharp rocks and is extremely resistant to gouging.



PART#

67-130

High Strength Front Bumper Upper Mount Kit / Radiator Support

for **Polaris 570/800 RZR, RZR-S, RZR XC & RZR-4**



This kit replaces the stock radiator mount bracket that also acts as an upper mounting point for most bumpers. It is made of high-strength steel that has been reinforced so that it can take more impact in the event of a crash without folding into and damaging the radiator and other front-end components. This kit can be used on its own or with most factory and aftermarket front bumpers.



PART#

67-129

Lightweight Rear Bumper Kit

for **2008-14 Polaris 800 RZR/RZR-4/XC & 2011-14 800 RZR-S**



This SLP Lightweight Rear Bumper Kit provides a stylish new look while being strong and lightweight to protect the plastic on the rear of your RZR. Designed with a “tight to the body” fit for an attractive look that keeps it from taking up extra room in trailers, truck beds, or in your garage. It weighs in at a meager **8 pounds** and installs quickly and easily. Kit includes all mounting hardware and installation instructions. **NOT for 2009-10 RZR-S.**



DESCRIPTION	PART#
Silver and Black	67-148
Black Texture	67-149

Secure Storage Glove Box

for **2008-14 Polaris 800 RZR/S/4/XC, 2012-18 570 RZR, 2011-14 900 XP RZR/4**



This attractive aluminum glove box from SLP offers well-needed storage for the Polaris RZR. It is built with a strong aluminum body and faceplate that utilizes a keyed lock for securing your valuables. Located in a position that provides the passenger easy access and is great for cell phones, cameras, small handguns, wallets, vehicle registration, etc. Also, it is weather resistant to protect your valuables.



DESCRIPTION	PART#
Black Texture	67-128

Wrist Restraints for **All Polaris RZR Models**



Wrist Restraints will keep hands positioned on or near the passenger grab handle in the case of a roll over. The adjustable straps allow these restraints to be used by adults or children. The natural tendency in a rollover situation is to let go of the grab handle and put your hand out to catch the vehicle. When using restraints, the passenger is reminded to keep their hands firmly planted on the grab handle.



DESCRIPTION	PART#
Wrist Restraint Only for All RZR Models (only works with stock grab bar)	67-115

Ergonomic Grab Handles with Wrist Restraint for Polaris RZR Models



This grab handle has a curved design which provides a much more comfortable hand position for the passenger. It features Wrist Restraints, which when used in conjunction with a seatbelt, keep hands positioned on or near the grab handle in case of a roll over. The adjustable straps allow these restraints to be used by adults or children. The natural tendency in a roll over situation is to let go of the grab handle and put your hand out to catch the vehicle. When using these restraints, the passenger is reminded to keep their hands firmly planted on the grab handle.

Grab handle for 2012-18 models features a 3/8 inch drive adapter. This allows it to accept any 3/8 inch drive sockets so you don't have to carry a lot of extra tools which can be heavy and bulky. The most common use for it is as a lug wrench. Simply add a proper size socket to your tool kit and you can tighten or loosen your lug nuts with this tool.



DESCRIPTION	PART#
Ergonomic Grab Handle with Wrist Restraint for 2008-11 models	67-116
Ergonomic Grab Handle with Wrist Restraint for 2012-18 models and 3/8" Drive Adapter	67-184

NOTE: Part #67-116 does not have 3/8" Drive Adapter.

Heated Grab Bar Grips for Polaris RZR Models



Warm your passenger's paws with a set of heated grips for the passenger grab handle. Face it, we all ride in cold weather and sometimes gloves are not enough to keep your passenger's hands warm. We offer two different styles to choose from, five level adjustment or the new Apollo grips that have an integrated thumb switch allowing you to keep your hands on the grips and adjust the level with your thumb.



DESCRIPTION	PART#
5 Level Heated Grips 7/8" Bar	67-329
Apollo Heated Grips with Thumb Switch 7/8" Bar	67-330

Billet Pistol Grip Shifter Handle

for **Polaris All RZR Models** and **2012-13 Kawasaki Teryx 4**



CNC machined from solid billet aluminum, this SLP Pistol Grip Shifter Handle is designed to provide a firm, comfortable grip, with a clean, custom look.



PART#

67-170

Billet Gas Cap



CNC machined from billet aluminum, this SLP Billet Gas Cap is designed to fit all Polaris RZR and 2001 and newer Polaris UTV/ATV models that use a non-vented gas cap. A special O-ring has also been inset into the sealing surface to prevent fuel leakage.



PART#

67-220

Billet Gas and Brake Pedal Covers



These billet pedal covers bolt to the stock steel pedals to give you a trick billet look. Their unique traction pattern provides the proper amount of grip on the bottom of your foot. Also, on all 570 and 2009-14 800/900 models, the stock gas pedal will not reach full throttle without turning your foot sideways to force the pedal down to full throttle. The additional height of this billet gas pedal comfortably gives you the extra 7% throttle opening the stock pedal lacks on many models. This allows you to comfortably achieve full throttle every time you desire it. Sold per set. **Will not fit 2008 models.**



Shown with pedal covers installed on stock 1000 levers.

DESCRIPTION	YEAR	PART#
570 RZR - All Models	2012-18	67-223
800 RZR - All Models	2009-14	67-223
900 RZR - XP Models	2011-14	67-223
900 RZR - All Models	2015-18	67-223
1000 RZR - All Models	2014-18	67-223
900 XP Ranger	2014-18	67-223
RZR XP Turbo	2016-18	67-223

Side Mirrors by Axia Alloys for Polaris RZR Models



These billet side mirrors are fitted with a scratch resistant mirror. Extremely strong full billet aluminum construction and are fully adjustable. They lock into position so that they can take vibration and hits from branches without movement.



#67-250



#67-252

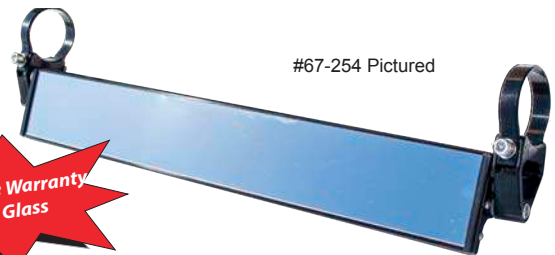
DESCRIPTION	KIT CONTENTS	COLOR	PART#
4" Round Convex Side Mirror	1 - side mirror and 2 - 1.75" clamps	Black	67-250
5" Round Convex Side Mirror	1 - side mirror and 1 - 1.75" clamp	Black	67-251
5" Round Flat Side Mirror	1 - side mirror and 1 - 1.75" clamp	Black	67-252

Other clamp sizes also available please inquire.

Wide Panoramic Rearview Mirrors by Axia Alloys for Polaris RZR Models



These billet rearview mirrors are only convex in the horizontal direction so that your surroundings appear exactly where they are in relation to your vehicle without distortion. The 9" mirror also offers adjustable mounting ball tension with locking bolt so that it can be tightened up for demanding off-road environments.



#67-254 Pictured

Other clamp sizes also available please inquire.

DESCRIPTION	KIT CONTENTS	COLOR	PART#
9" Wide Panoramic Rearview Mirror	1 - mirror and 1 - 1.75" clamp	Black	67-253
17" Wide Panoramic Rearview Mirror	1 - mirror, 2 - 1.5" mounts and 2 - 1.75" clamps	Black	67-254

All Purpose Mounts by Axia Alloys for Polaris RZR



These All Purpose mounts are extremely handy for mounting shovels, flashlights and other items that you may want to carry. They offer easy access with a secure hold. Offered in two different sizes, the small version holds anything from 5/8" (0.625") to 1 3/8" (1.375") in diameter. The large version holds anything from 1 to 2 1/2" in diameter. Sold per each without Roll Bar Clamp Strap. Choose the size roll bar clamp strap below.



DESCRIPTION	PART#
Small All Purpose Mount 5/8" to 1 3/8" (.625" to 1.375") Clamp Size	67-315
Large All Purpose Mount 1" to 2 1/2" Clamp Size	67-316

Roll Bar Clamp Straps

DESCRIPTION	PART#
1.5" Roll Bar Clamp Strap	67-239
1.75" Roll Bar Clamp Strap	67-240
1.875" Roll Bar Clamp Strap	67-257
2" Roll Bar Clamp Strap	67-269

Other clamp sizes also available please inquire.

Flag Mount Kit



This flag mount installs quickly and easily on any 1 1/2" to 1 3/4" horizontal or vertical roll bar. It is manufactured from billet aluminum for strength and durability. It is supplied with 3 plastic bushings and a quick lock bolt, making it compatible with any flag pole up to 3/8" diameter.



PART#

67-146

Note: Utilizes Torx Wrench found in stock tool kit for flag installation.

Quick Release Fire Extinguisher Mount by Axia Alloys for **Polaris RZR Models**



The Axia Alloys billet fire extinguisher mount is a work of art. Its aircraft grade 6061 aluminum and stainless steel components are precision machined for a perfect fit. All contact points include O-rings so that it will not wear or rattle in even the most demanding off-road environment. Just pull the red quick release handle and the 2 lb or 2.5 lb fire extinguisher is ready to go.



Kit contains billet mount and roll bar clamps only, fire extinguisher not included.

Recommended for use with Kidde 2 lb (3.25" diameter) or Amarex 2.5 lb (3.00" diameter) fire extinguishers.

Other rollbar clamp sizes are also available, please inquire.

DESCRIPTION	KIT CONTENTS	COLOR	PART#
Quick Release Fire Extinguisher Mount	1 - 3.25" diameter mount and 2 - 1.5" clamps	Black	67-255
Quick Release Fire Extinguisher Mount	1 - 3.25" diameter mount and 2 - 1.75" clamps	Black	67-256
Quick Release Fire Extinguisher Mount	1 - 3.00" diameter mount and 2 - 1.75" clamps	Black	67-261
Quick Release Fire Extinguisher Mount	1 - 3.00" diameter mount and 2 - 1.5" clamps	Black	67-262

Other clamp sizes also available please inquire.

Drive Clutch Pullers for **Polaris 570/800/900/1000/Turbo RZR, 325/570 ACE, Ranger XP 900 and General Models**



These clutch pullers are designed to pull even the toughest of clutches. Made of high quality heat treated material, these tools are built to last.

#20-207



#20-136



DESCRIPTION	PART#
325/570 ACE, 570 RZR, 800 RZR, RZR-S, RZR-4, 800 Ranger and Rapid Response Clutch (#50-500)	20-207
ALL 900/1000 RZR models, Turbo, Ranger XP 900, General & Rapid Response Clutch (#50-501)	20-136

Belt Removal Tool Kit for Polaris RZR & Ranger



This tool kit includes a clutch cover removal tool and a belt removal tool to make it easy to change a belt either in the field or at your shop. A must have for every on-board RZR tool kit. All you will need now is a spare belt. **See page 49 for proper Belt Removal Tool application and match Part # to the description below.**



DESCRIPTION	SECONDARY CLUTCH STYLE	PART #
2008-15 570, 800, 900 XP, 900, 1000 & Ranger XP 900	TEAM Tied (includes #20-217)	20-305
2016-18 570, 900 and 1000	B.O.S.S. (includes #20-306)	20-312
RZR Turbo	Turbo	20-313

Clutch Removal Tool Kit for Polaris RZR/Ranger



This clutch removal tool kit includes a clutch holding tool and a clutch puller. This tool kit will allow you to pull your drive clutch off without damage to the clutch.

It allows you to clean, service and change internal tuning components with the clutch on the bench rather than having to work around a dirty vehicle.



DESCRIPTION	PART #
RZR 570/800 and Ace 325/570	20-314
RZR 900/1000, General, Ranger XP 900/1000 & Ace 900	20-315
RZR Turbo	20-316

Master Clutch Service Tool Kit for RZR/Ranger



These Master Clutch Service Tool Kits include all of the specialty clutch tools required to pull your clutch and service it including the tools to breakdown the spider and compress the springs. They make the perfect addition to any shop. **See page 49 for proper Belt Removal Tool application and match Part # to the description below.**



DESCRIPTION	SECONDARY CLUTCH STYLE	PART #
2015 and Older RZR 900/1000	TEAM Tied (includes 20-217)	20-317
2016 and Newer RZR 900/1000	B.O.S.S. (includes 20-306)	20-318
RZR Turbo	Turbo	20-319

Spring Compressor



This new spring compression tool makes servicing Polaris secondary clutches a breeze. It utilizes a special extremely coarse thread to keep you from “screwing around” with it all day. The special aluminum pilot bushing fits perfectly into the helix to keep the helix centered while you compress the spring. It can be mounted permanently to a bench, clamped in a vice or bolted to our Receiver Hitch Taper Holding Tool on page 48.



DESCRIPTION	PART#
2016-18 ACE, RZR & General Models with Square Slide Block Secondary	20-230
2016-18 RZR Turbo	20-230

Clutch Press Tool



The SLP Clutch Press Tool has been widely accepted as the most efficient clutch compression tool available. This revolutionary drive and driven clutch servicing tool has been re-designed specifically for compressing and holding springs on the RZR for ease of assembly and disassembly. This tool is specified in many factory repair manuals as a required specialty tool for clutch compression. Made compact, the SLP tool can be used for field testing or production clutch repair on the shop bench. High quality metal construction with powder coated finish provides a quality, functional tool that is extremely durable.



PART#
20-222

Spring Compressor



Compress and change RZR and Ranger driven clutch springs safely and easily with this spring compression tool. Designed to be used in a vise or bolted to a table.

DESCRIPTION	PART#
2008-15 RZR or Ranger with Tied or Rapid Reaction Secondary	20-173



Clutch Holding Tool for **Polaris Turbo**



This new tool allows you to hold the Polaris Turbo primary clutch securely without chance of damage when torquing the center bolt or pulling the clutch off with a clutch puller. Made of high tensile steel for maximum strength with special poly fingers in the contact areas to eliminate the chance of damage, this new tool is a must for clutch service.

PART#

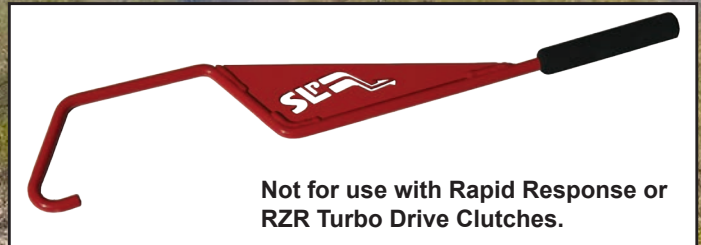
20-310



Clutch Holding Tool



This premium tool offers the proper method to hold the drive clutch from rotating while removing or torquing clutch center bolt or when using a clutch puller. Unlike other clutch holding tools that are laser cut, this tool won't hardmark or damage the clutch, making it a far superior tool. It also features a cushion grip for comfort. This tool is a must for quick and easy clutch removal.



Not for use with Rapid Response or RZR Turbo Drive Clutches.

DESCRIPTION

Polaris RZR, Ranger 900 XP and General Models

PART#

20-202

Clutch Cover Removal Tool for **Polaris UTV**



The stock tool kit on Polaris UTV's does not include all the necessary tools to remove the clutch cover or replace the belt. The Clutch Cover Removal Tool makes removal and installation of all those hard to reach clutch cover screws on Polaris UTV's a breeze. This SLP exclusive utilizes a magnetic flexible driver and a double headed socket that fits 3/8" and 8mm clutch cover screw heads. An absolute must for any Polaris UTV owner when field tuning, changing a belt or in the garage to service the centrifugal clutch system.



A Must for every RZR Tool Kit!

Note: Some models will require additional tools to reach the clutch cover and different techniques to remove the clutch cover from the UTV. Please inquire for more information.

DESCRIPTION

2008-18 All Models except RZR Turbo

PART#

20-303

2016-18 RZR Turbo

20-311



Sheave Clamp Tool for **All Polaris ACE, RZR, General and Ranger XP 900 not for Turbo**

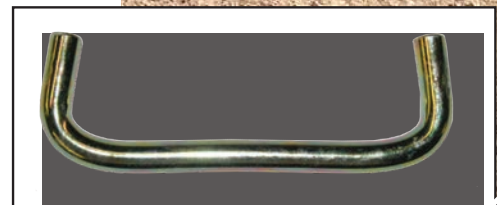


The sheave clamp tool holds the moveable sheave of the drive clutch in place when collapsed for changing clutch weights without removing the clutch face or clutch from crankshaft. An absolute must for field tuning.

PART#

20-225

Will work on Rapid Response Clutch.



Spider Rebuild Tool

for **Polaris RZR 570/800 and 2013-17 Ranger XP 900**



The best and simplest tool for removing pin and roller from Polaris spider. Self-aligns, removes, aligns new parts (including shims), and installs new pin.

Not for Rapid Response Clutch.

PART#
20-85



Alignment Block for Spider Rebuild Tool

for **Polaris RZR 570/800 and 2013-17 Ranger XP 900**



This alignment block was designed to work in conjunction with our popular spider rebuild tool (part# 20-85) to easily remove and install rollers, pins and washers in the spider assembly. Choose to either purchase it individually if you already have one of our spider rebuild tool sets or as a combo if you are purchasing for the first time.

DESCRIPTION	PART#
Alignment Block Only	20-226
Alignment Block and Spider Rebuild Tool Combo	20-227



Roll Pin Punch for Polaris UTV with TEAM Tied Driven



This handy punch centers itself on the roll pin to allow you to knock them out of the driven clutch to change the outer rollers or slider blocks. This high quality tool is made in the USA.

DESCRIPTION	PART#
Roll Pin Punch	20-224
Inner Roller, Replacement for TEAM Tied	50-96
Inner Roller, Replacement for slide block clutch	50-139
SLP Heavy Duty Outer Rollers	50-351
SLP Heavy Duty Outer Rollers for slide block clutch	50-357



Rollers sold per each.

Cam Arm Bushing Replacement Tool



This precision manufactured tool allows you to easily replace weight bushings without damaging the weight or bushing. This tool works to replace worn bushings on Polaris, SLP MTX™ or Rooster Weights.

DESCRIPTION	PART#
*Bushing Tool for Polaris, MTX™ & 325/570 Rooster Weights	20-216
Replacement Bushings, 3 Pack for Polaris, MTX™ & RZR 325/570 Rooster Weights	40-200
*Bushing Tool for Rooster Weights on RZR 900/1000 & Ranger XP 900	20-12
Replacement Bushings, 3 Pack for Rooster Weights on RZR 900/1000 & Ranger XP 900	40-134



#20-216 and #40-200 Pictured

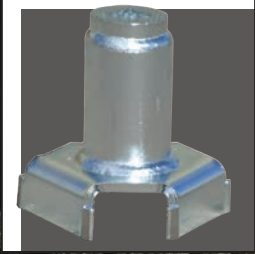
***Not for stock Polaris XP Models.**

Drive Clutch Spider Tool

for **All Polaris ACE, RZR and Ranger XP 900**



This Spider Tool allows the spider assembly in the drive clutch to be removed and assembled in order to service the rollers and buttons. It is made of high quality steel to precise specifications, allowing you to remove or install even the most stubborn spiders easily. **Not for Rapid Response Drive Clutch.**



PART#

20-75

Drive Clutch Spider Nut Tool for Polaris ACE 900, 900/1000 XP RZR, 900 Trail/XC/S/-4 RZR, Jagged X RZR, RZR XP Turbo and General Models



This spider nut tool was specifically designed to remove the jam nut that locks the spider in place on the 900/1000 RZR models. **Spider Nut Alignment Adapter** is highly recommended for use with the RZR XP Turbo. This will keep spider nut tool aligned properly onto the jam nut for less chance of slipping and damaging the jam nut or tool.

DESCRIPTION	PART#
Spider Nut Tool	20-214
Alignment Adapter	20-223



Clutch Holding Fixture

for **2016-18 Polaris RZR Turbo Drive Clutches**

Bolt to a bench or secure in a vise for solid holding of a clutch for spider removal to shim belt-to-sheave clearance or service the spider.

- Contacts all webs for maximum support to eliminate clutch web damage
- Center hold down for much greater holding stability while applying off center torque
- Quick spin down knurled thumb nut
- Adjustable center post
- Single person operation, even on the most difficult spiders

PART#

20-162



Drive Clutch Taper Holding Tool

for **All Polaris ACE, RZR, General and Ranger XP 900**



This Drive Clutch Taper Holding Tool holds the clutch securely on the taper, allowing you to disassemble and reassemble it with ease when servicing the spider, center bearing, or adjusting the belt-to-sheave clearance. This tool is provided with a holding bolt and adapter, making it universal for use on all RZR and Ranger XP 900 models. The appropriate clutch puller for your model is necessary to remove the clutch from the taper once the service is complete.

DESCRIPTION	PART#
Drive Clutch Taper Holding Tool	20-220
.020" Spider Shim	40-122
.030" Spider Shim	40-123



Receiver Hitch Taper Holding Tool

for **All Polaris ACE, RZR, General and Ranger XP 900**



This Receiver Hitch Clutch Holding Tool holds the primary clutch securely on the center shaft taper allowing you to disassemble and reassemble it with ease when servicing the spider, center bearing, or adjusting belt-to-sheave clearance. This tool is provided with a holding bolt and adapter making it universal for use on all ACE, RZR, General and Ranger models. The appropriate clutch puller for your model is necessary to remove the clutch from the taper tool once the service is complete.

Most Polaris UTV primary clutches have a center shaft that is threaded into the stationary sheave rather than a splined/pressed fit. When using the Polaris recommended holding fixture which will hold the primary clutch via the cooling fins on the backside of the stationary sheave, there is a chance of un-threading the center shaft from the stationary sheave when re-torquing the spider or spider jam nut. The Polaris service manual goes into detail that if the center shaft breaks loose and slightly un-threads from the stationary sheave, that the clutch can no longer be re-built. The Receiver Hitch Clutch Holding Tool holds the clutch by the taper on the center shaft rather than the cooling fins which completely removes the possibility of this issue.

This tool was designed specifically for the mechanic that does not have access to a bench vice that is solid mounted, but does have access to a vehicle with a 2" x 2" standard sized receiver hitch. When the tool is flipped, there is a mount plate that will allow the SLP Clutch Holding Fixture (#20-162, sold separately, see page 47) or SLP Clutch Compression Tool (#20-230, sold separately page 44) to be securely bolted down for ease of use.

Some Polaris models will have a jam nut above the spider and will require an SLP Spider Nut Tool (#20-214, sold separately, see page 47) for proper jam nut removal/installation.

All Polaris models (Except RZR Turbo) will need an SLP Spider Tool (#20-75, sold separately, see page 47) to remove/install the spider in the primary clutch.



DESCRIPTION	PART#
Receiver Hitch Taper Holding Tool	20-229
Bolt Kit to add 20-162 to 20-229	20-2292
.020" Spider Shim	40-122
.030" Spider Shim	40-123

Refer to page 47 for more information on 20-162 clutch holding fixture.

Belt Removal/Clutch Compression Tool

for **Polaris ACE 325/570, 570/800/900/1000 RZR, General and Ranger XP 900 with TEAM Tied Clutch**



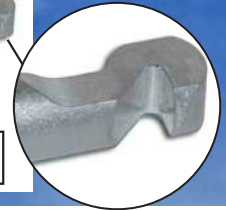
This tool makes belt removal and replacement a breeze. Machined from billet aluminum for strength and durability, this tool has a specially shaped end that cams over when fully engaged in the driven clutch. This allows the tool to remain engaged in the clutch (compressing the clutch) while the old belt is removed and the new belt is replaced. Also, this tool has a wide footprint and because it is made of aluminum it doesn't tend to mar the clutch in the contact area like other tools used for this purpose.

Note: The belt removal feature will not work with Rapid Reaction secondary clutches.

On the opposite end, this tool has a wedge shape that allows its use to compress the drive clutch (with belt removed). It is intended to be used in conjunction with our sheave clamp tool. Simply compress the drive clutch, slide the sheave clamp tool across the sheaves, and release the spring pressure onto the sheave clamp tool. Now you can easily change or service the drive clutch weights, or inspect the roller condition without having to remove the clutch from the machine, or spring from the clutch.



Unique shape with cam over design.



Make sure you have the proper Belt Removal / Compression Tool for your Driven Clutch.

Part #20-217:

This tool is for driven clutches that measure 3.6" (91.5 mm) from roller cutout to roller cutout.



Part #20-306:

This tool is for driven clutches that measure 3.1" (78.9 mm) from roller cutout to roller cutout (**NOTE:** when looking straight on with the clutch you can see the roller pin holes).

This tool is also the proper tool for models with the square slider blocks.



Part #20-306:

All models with square block sliders.



Part #50-60:

All RZR Turbo models.



DESCRIPTION	PART#
Belt Removal/Clutch Compression Tool (3.6", 91.5mm roller cutout to roller cutout distance)	20-217
Belt Removal/Clutch Compression Tool (#20-217) with Sheave Clamp (#20-225) Tool Combo Set	20-302
Belt Removal/Clutch Compression Tool (3.1", 78.9mm roller cutout to roller cutout distance)	20-306
Belt Removal/Clutch Compression Tool (#20-306) with Sheave Clamp (#20-225) Tool Combo Set	20-307
Belt Removal Tool for RZR Turbo	50-60



MTX™ Rivet Set/Removal Tool



This tool allows you to fine tune your MTX™ Weights quickly and easily by setting or removing rivets. Specifically designed to be used in the field (but can be clamped in a vise for shop use) it is compact and lightweight, yet robust enough to be used time and time again.



PART#
20-155

Heavy Duty Flywheel Puller

for **ALL 2008-14 800 RZR Models**



Pull those tough flywheels with ease with this SLP built puller. Strong and built to last for years. This puller is designed with specially shaped slots for the 800 RZR. Puller includes high quality grade 10.9 bolts, six 6mm and four 8mm.



PART#
20-205

Heavy Duty Flywheel Puller

for **Polaris ProStar® Engines (All 900/1000 RZR and Ranger XP 900 Models)**



This heat treated tool is designed to pull the flywheel found on the Polaris ProStar® Engines.

Polaris ProStar® Engines are: RZR 900/1000, Ranger XP 900, Crew 900, Sportsman ACE 325/900, Sportsman ETX/850/1000, Scrambler 850/1000.

Will not fit 570 models (flywheel is too long).

PART#
67-236



Extension Spring Hooks



Special tool made for installing and removing all exhaust system springs or any spring that requires a pull to release. Made of stainless steel for strength and rust resistance.

LENGTH	PART#
4"	20-89
6"	20-90
8"	20-183
12"	20-210



SLP Team Hats and Beanie

This hat was designed with the hot summer months in mind. It utilizes a light-weight breathable fabric shell with a moisture wicking band to provide excellent comfort even on the hottest days. This attractive hat features a 3D embroidered SLP logo on the front of the hat with EST. 1972 on the brim. Adjustable rear closure for one size fits most.



For those cold days try one of our SLP Beanies. Lined with Thinsulate™ insulation to keep your head and ears warm and comfortable.

DESCRIPTION	PART#
Summer Grey Hat	60-58
Beanie - M to L	60-62
Beanie - XL to XXXL	60-49

SLP Stickers and Banners

Stickers - Our SLP Logo decals are on high quality 3M Transfer material which is great for your UTV, trailer or truck.

Banners - Get your own SLP banner and dress up your garage or showroom. These banners are extremely durable, made of high quality fabric with die sublimation process to provide years of use.

DESCRIPTION	PART#
STICKERS	
2 1/4" x 1 1/4" Logo, per each	60-41
3 1/4" x 5 3/8" Logo, per each	60-60
7" x 3" Logo, per each	60-12
7 1/2" x 3 1/2" Oval Logo	60-55
11 1/2" x 4" Logo, per each	60-8
18" x 9 1/2" Logo, per each	60-9
18" x 39" Oval Logo	60-57
BANNERS	
2' x 4' Banner	60-70
2 1/2' x 6' Banner	60-72



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2018 SNOWMOBILE

Established
1972



Starting Line Products, Inc.

Setting the World's Performance Standards!

Power Shift Clutch Kits™
see pages 46-47

SLT, Powder Pro™, and MoHawk™ Skis
see pages 3-10

High Flow™ Intake Kits
see pages 92-100

Hot Air Elimination™ Vent Kits
see pages 18-25

High Performance Exhaust Kits
see pages 69-85

Power Dome™ Billet Heads
see pages 66-67

**UTV Catalog
Also Available**



2017 UTV



Adam Wood
Sales Manager



Jim Fairchild
Technical
Manager



Jerry Mathews
Operations
Manager



Myron Allen
Service Dept.
Manager



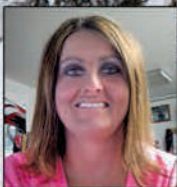
Robi Richan
Parts
Manager



Jordan Meyer
Sales



Glenn Unser
Sales / Tech



Carissa Tucker
Online Sales



Jake Mathews
Sales



Jeremy Barnes
Sales / Marketing



"Setting the World's
Performance Standards"

There I was at the top of the mountain looking down at the run out area below. I was waiting for my friends to pop out the bottom so I knew it was safe (relatively speaking) to launch my sled off. The year was 1995 and I was on an XLT Special equipped with a 1" lug by 136" track (a monster at that time) and a variety of SLP parts including triple pipes, Ultra-Lite™ Skis, a High Flow™ airbox, billet heads, handlebar hooks and a grab bar. The sled had an amazing 12 inches of suspension travel (great for its day), but all the travel in the world wasn't going to help me slow my decent down. The hill was steep enough and snow conditions such that braking would just increase my speed as the snow would pack into the track and create a super slick layer. I found I was much better off letting it coast. As the speedometer climbed over 100 mph I wondered if I could slot it through the narrow bottle neck of a natural bridge across the creek immediately at the bottom of the hill.

Sleds have come a long way since 1995, as has our riding style. Larger lug tracks make descending steep terrain easy, and downhill sidehilling techniques make even the steepest terrain fun to play on. We have come a long way since the beginning of snowmobiles and I believe there is still a long way to go before we perfect the sport (if that can ever happen).

Here at Starting Line Products, we have seen many great snowmobiles come and go. And, maybe we are partially to blame for this because we can never leave anything stock. We are continually pushing the limits of our equipment and designing and building products to make it do more than it was ever intended to do. Throughout this catalog you will find many great parts to make your snowmobiling experience the best that it can be. Here is a sampling of our staff favorites:

- MoHawk Skis™ (page 3)
- Hot Air Elimination™ Vent Kits (page 18-25)
- Power Shift Clutch Kits™ (pages 46-47)
- Magnum Force Weights™ (page 41)
- Stage 3 and 4 Kits (pages 50-65)
- Lightweight Silencers (pages 71-82)
- Single Pipe Sets (pages 72-81)
- High Flow™ Air Intake Kits (pages 92-96)



MoHawk Ski™

The Ultimate Riding Experience

Patents 5700020, 6012728, 6955236,
6991056, 7311165, 7311166, 7841089
8381857, 8915503 and Patents Pending

DISTINCTION

The MoHawk Ski™ is perfect for trail, crossover and mountain riders who want flotation, aggressive bite and predictability on the new "Rider Forward" chassis of today. If you want to rail through the corners, while not sacrificing off-trail performance, this is the ski for you.

7 3/8" Overall Width for Maximum Flotation.

6" Main Bottom Width for Superb Trail Manners.

New Lightweight Flexible Loop is Nearly Indestructible. Utilizes Flush Alloy Fasteners.

Mohawk Shaped Traction Edges



"After trying the MoHawk Ski™, I was instantly convinced this is the best all around ski I have ever ridden!" - Erin Buekelman

"The MoHawk Ski™ seems to combine all the attributes of previous SLP Skis into the perfect balance for all conditions of snow. This is the ski that does it all." - Kyle Tapio

"On a scale of 1-10 the Mohawks land at 11! The ultimate ski for the back-country sled!" - Phatty Dier

Powder Control Wing for Maximum Flotation and Bite in Loose Snow Conditions - On or Off Trail.

Hour Glass Shaped Rocker Keel™ with Gull Wing Edges Reduces Darting and Provides Effortless Steering.

Engineered Flex Pattern Provides Incredible Control, even in the Roughest Terrain.

To order see pages 6-10

Skis
Brake
Chassis
Clutching
Controls
Engine
Exhaust
Fuel Systems
Gauges
Intake
Tools
Misc.
Index

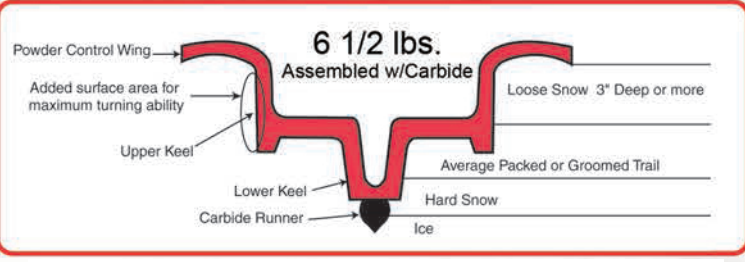
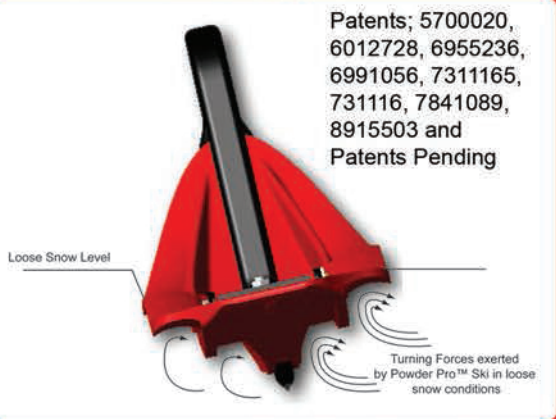
POWDER PRO™ SKI

DISTINCTION

The Powder Pro™ Ski is a good match for mountain riders who spend most of their time in deep powder snow off trail. The Powder Pro™ Ski is slightly more aggressive than the MoHawk Ski™. For serious mountain riders looking for control and flotation in the deep powder snow, this is the ski for you.

"The SLP Powder Pro™ ski gives me the confidence I need while competing in the RMSHA circuit. It allows me to turn without pushing in the corners and the side hilling capabilities are incredible!" — Keith Curtis #711

- Maximum flotation with precise steering control.
- Unique multi-level design to provide aggressive steering ability with minimal arm effort in a broad range of conditions.
- Patented lower keel incorporates many design features found on the Straight Line Tracking (SLT) Ski™ to provide precise, easy steering with maximum reduction of darting on packed or groomed snowmobile trails.
- Patented vertical sidewall surface of the upper keel adds to the sidewall surface area of the lower keel to provide optimum steering control in deep powder or loose snow.
- Compaction Control Technology directs the snow under the ski for maximum lift, keeping the ski on top of and parallel with the snow.
- Reduces the tendency of "Nose Diving" during deceleration.



To order see pages 7-10

“Can you really get one ski to track straight and rail through the corners? Yes, you can! The Straight Line Tracking does it all.” - Kevin Beilke, SnowTech Magazine

SLP Ultra-LITE SLT Straight Line Tracking

**Precise,
Effortless Steering**

Patents #5700020, #6012728
and Patents Pending



DISTINCTION

The SLT Ski™ is great for trail customers who are seldom in loose snow or off-trail conditions. It provides light steering that is aggressive yet predictable in a narrow (6”) ski design. If you ride trails from sun-up to sun-down and want great control with minimal effort, this is the ski for you.

The SLT (Straight Line Tracking) Ski™ is made of high quality UHMW plastic for a super strong, durable, wear resistant ski that is extremely slippery and remains flexible even in severe cold conditions. Its patented rocker keel design places more forward weight directly below the spindles for increased keel penetration and better bite in the turns. It results in precise, effortless steering in all snow conditions.



Unique Center Keel Design:

Center keel features an hour glass design with a concave front to minimize tracking, even on frozen, rutted trails.



Carbide Combinations:

Multiple carbide combinations are available to match individual riding styles and snow conditions. (#35-127 Carbide and #35-121 Keel Blade pictured. This combination provides the maximum reduction of darting on groomed or hard-packed trails.) See page 10 for more information on carbide configurations.



Outer Gull Wings:

Outer gull wings reduce darting, increase flotation by trapping and compacting snow underneath the ski, and increase turning ability by providing additional steering component surface area.

To order see pages 7-10

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
- Index

To order SLP Skis, follow this simple 4 step process.

	Quantity	Part #
1. Choose your ski bottom (page 6 and 7) Pick the style and color of your ski. (Order Qty 2 per set)	<input type="text"/>	<input type="text"/>
2. Choose your loop (page 8) Pick the color of loop you like. (Order Qty 2 per set)	<input type="text"/>	<input type="text"/>
3. Choose your saddle (page 9) Pick the saddle and its color that will fit the make and model of your machine. (Order Qty 2 per set)	<input type="text"/>	<input type="text"/>
4. Choose your runner (page 10) Pick which runner will work best for your ski bottom and riding style. (Order Qty 1 per set)	<input type="text"/>	<input type="text"/>

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Pick the style and color of your ski. (Order Qty 2 per set)

2. Choose your loop (page 8)

Pick the color of loop you like. (Order Qty 2 per set)

3. Choose your saddle (page 9)

Pick the saddle and its color that will fit the make and model of your machine. (Order Qty 2 per set)

4. Choose your runner (page 10)

Pick which runner will work best for your ski bottom and riding style. (Order Qty 1 per set)

Ski Bottoms

MoHawk Ski™, Bottoms, each

Patents #5700020, #6012728, #6955236, #6991056, #7311165, #7311166, #7841089, #8381857, #8915503 and Patents Pending

#35-500



#35-501



#35-502



#35-503



#35-504



#35-505



#35-506



COLOR	PART#
Black	35-500
White	35-501
Bright Red	35-502*
Blue	35-503
Sunburst Yellow	35-504**
Green	35-505
Orange	35-506

*Matches Arctic Cat, Polaris and 2014 Ski-Doo Summit X models.

**Matches 2015-17 Ski-Doo "Sunburst Yellow".

My first impression of the Mohawk ski was, wow! SLP Has done their homework, and built a ski for all riding conditions. It's a great ski for deep snow flotation and can cut an edge like no other ski but yet not too aggressive for my tree riding style, the ski adapted really good. Gives me the flotation I need on two skis or one. Ski loops make it really easy to pull a ski when you're stuck. -- Tony Jenkins



Powder Pro™ Ski, Bottoms, each

Patents #5700020, #6012728, #6955236, #6991056, #7311165, #7311166, #7841089, #8915503 and Patents Pending



COLOR	PART#
Black	35-330
White	35-339
Bright Red	35-332*
Blue	35-333
Yellow	35-334
Bright Yellow	35-335**
Green	35-336



*Matches Arctic Cat, Polaris and 2014 Ski-Doo Summit X models.
**Matches Polaris.

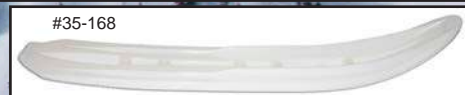
“The best way to describe the Powder Pro™ Ski is to say that it is like going from driving an old Jeep to a new BMW!” -- Johnny Unser

SLT Ski™, Bottoms, each

Patents #5700020, #6012728 and Patents Pending



COLOR	PART#
Black	35-150
White	35-168
Blue	35-152
Bright Yellow	35-161***
Green	35-154



*Matches Yamaha and Ski-Doo except 2014 Ski-Doo Summit X which takes bright red.
**Matches Arctic Cat, Polaris, and 2014 Ski-Doo Summit X models.
***Matches Polaris.

“Can you really get one ski to track straight and rail through the corners? Yes you can! The Straight Line Tracking does it all.”
-- Kevin Beilke, SnowTech Magazine

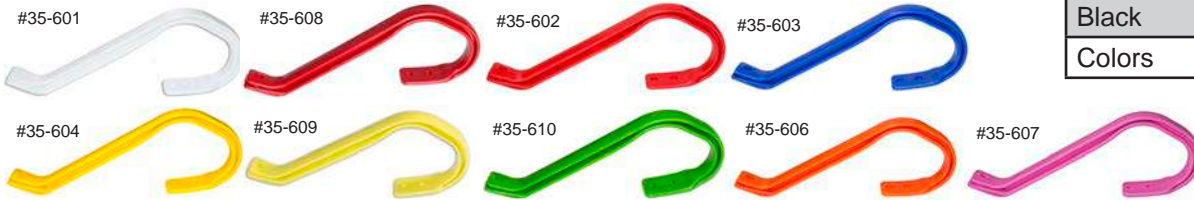
- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
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- Gauges
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Ski Loops

Loops for MoHawk Ski™, per each



These ski loops for the SLP MoHawk Ski™ are made of a new cross-linked polymer designed to provide near indestructible strength with optimal flexibility. This new material offers a high amount of grip when cold and wet. The loop to ski fastening system is strong and attractive with easy installation. These loops absorb energy without compressing and are an integral part of the MoHawk Ski's™ flex pattern. Sold per each.



DESCRIPTION
Black
Colors

BLACK	WHITE	RED	BRIGHT RED	BLUE	YELLOW	SUNBURST YELLOW	LIME GREEN	TEAM GREEN	ORANGE	PINK
35-600	35-601	35-608*	35-602**	35-603	35-604	35-609***	35-611♦	35-610	35-606	35-607

- *Matches Yamaha and Ski-Doo except 2014 Ski-Doo Summit X, which takes bright red.
- **Matches Arctic Cat, Polaris and 2014 Ski-Doo Summit X models.
- ***Matches 2015-18 Ski-Doo "Sunburst Yellow".
- ♦Matches 2018 Ski-Doo Models



These loops comply with International Snowmobile Racing (ISR) Rules.

Loops for Powder Pro™, Tri-Keel™, and SLT Skis™, per each

These loops are designed to fit all SLP Powder Pro™, Straight Line Tracking™ (SLT), and Tri-Keel™ skis (regardless of brand of sled), and come with mounting hardware required for installation. They are made from UHMW plastic to provide a strong, durable ski loop. Sold per each.



BLACK	RED	BRIGHT RED	BLUE	TEAM GREEN	ORANGE
35-77	35-75*	35-156**	35-78	35-158	35-357

- *Matches Yamaha and Ski-Doo except 2014 Ski-Doo Summit X, which takes bright red.
- **Matches Arctic Cat, Polaris, and 2014 Ski-Doo Summit X models.

These loops comply with International Snowmobile Racing (ISR) Rules.

Ski Mounting Brackets



Ski Mounting Saddle Brackets, Standard Use

for Powder Pro™, SLT™, Tri-Keel™ and MoHawk Skis™. Sold per each

Powder coated saddle brackets manufactured using high tensile strength steel provide a strong, lightweight and attractive ski to spindle attachment. Each bracket is supplied with additional parts if required, such as a bolt, nut, damper, and spindle bushing.



Ski Mounting Saddle Brackets, Competition Use

for Powder Pro™, SLT™ and MoHawk Skis™, Sold per each

Engineered to withstand the abuses exerted from competition snocross, cross country, and hillclimb racing these brackets are manufactured from high tensile steel and are powder coated to provide a strong, attractive ski to spindle attachment. Weighs 8 oz. more than "Standard Use" brackets. **These saddle brackets are designated with a letter C following the part number.**



ARCTIC CAT	BLACK COMP.	BLACK	WHITE	RED	BRIGHT RED	BLUE	SILVER	TEAM GREEN	ORANGE
All Narrow Bracket with 7/16" Bolt	35-300C	35-300	--	--	35-301	--	35-303	35-302	35-356
2009 HCR, ALL 2010-11 Models and 2012-13 Twin Spar Chassis Models	35-326C	35-326	--	--	--	--	35-327	35-328	35-329
2012-18 F, XF, 2012-15 M Chassis, 2014-18 ZR	35-384C	35-384	35-393	35-391	--	35-392	35-385	35-386	35-387
2016-18 M-Chassis, HCR and XF High Country	35-397C	35-397	35-398	35-399	--	35-401	35-402	35-403	35-404

POLARIS	BLACK COMP.	BLACK	WHITE	RED	BRIGHT RED	BLUE	SILVER
1980 & Newer Wedge, All Edge, 600RR and IQ Racer	35-304C	35-304	--	35-305	35-306	--	--
2005 900 IQ, 2006-15 6/7/8/900 IQ/Raw	35-359C	35-359	--	--	35-358	35-360	--
2010-18 600 Rush, 2015-18 600 Axys (except Axys RMK) 2012-16 600 RMK (except Axys RMK), 2013-18 600 Switchback, Indy, Switchback Assault 2011-18 800 Rush, 2011-18 800 Switchback, Switchback Assault, Switchback Adventure, RMK (except Axys RMK), 2014-16 800 Indy, 2015-18 800 Axys (except RMK), 2016-18 800 Switchback Adventure, 2017-18 6/800 XCR	35-376C	35-376	35-394	--	35-377	--	35-378
2016-18 600 Pro RMK, 2017-18 600 RMK, 2016-18 800 Pro RMK, RMK Assault and SKS, 2017-18 800 RMK	--	35-407	35-408	--	35-409	--	--

Ski-Doo	BLACK COMP.	BLACK	WHITE	RED	BLUE	YELLOW	SUNBURST YELLOW	SILVER
All F-2000, 1998-00 CK3 and 1995-01 S-2000	--	35-136	--	--	--	--	--	--
All 99+ ZX, 2001-03 CK3 & 2003-07 REV 2008-18 XP & 2013-18 XM/XS	35-350C	35-350	35-395	35-351	35-352	35-353	35-396	35-354
2017-18 Gen 4 REV, MXZ, Renegade and Summit	--	35-410	35-411	35-412	--	--	35-413	--

Models equipped stock with Ski-DooTS Pilot Adjustable Skis require this adapter kit for installation Part# 505073779

YAMAHA	BLACK COMP.	BLACK	WHITE	RED	BLUE	SILVER	TEAM GREEN	ORANGE
97-02 Trailing Arm Susp. Powder Pro™, MoHawk™, and SLT™ Skis (except 01-04 VMax, Venture, Phazer short track & Viper)	--	35-316	--	--	--	--	--	--
01-12 V-Max, Venture, APEX, Phazer (short track) Viper, RX-1 and RX Warrior, Rage, Attak, Vector, (except 07-17 Phazer)	--	35-321	--	--	--	35-325	--	--
2005-10 All Mountain Models (except 2007-16 Phazer & Nytro)	--	35-368	--	--	--	35-372	--	--
2007-17 Phazer and Nytro	--	35-383	--	--	--	--	--	--
2014-15 All Viper, 2016-18 Viper (except Mountain Viper),	35-384C	35-384	35-393	35-391	35-392	35-385	35-386	35-387
2016-17 Mountain Viper, 2017-18 Sidewinder/Sidewinder MTX	35-397C	35-397	35-398	35-399	35-401	35-402	35-403	35-404

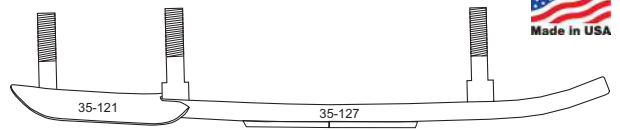
- Skis
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Runners for SLT™, Powder Pro™ & MoHawk Skis™

Trail Riding / Packed Snow for SLT™, Powder Pro™ and MoHawk Skis™:

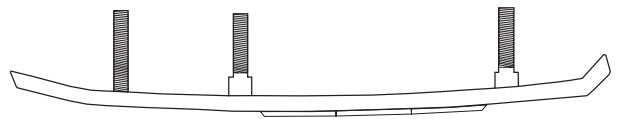
Best trail runner combination for reduced darting is the use of #35-127 Carbide Runner in conjunction with the #35-121 Keel Blade. This combination, along with the hourglass keel, achieves the maximum reduction of tracking and darting, with minimal arm effort.



DESCRIPTION	PART#
Trail Carbide 4" X 75°, 1/2" "host bar" MUST be used in conjunction with keel blade, per pair	35-127
Keel Blade, High Strength Steel (Must be used with #35-127), per pair	35-121
Keel Blade and Carbide 4" x 75° Combo, per pair	35-128

Standard Full Length Runners for SLT™, Powder Pro™ and MoHawk Skis™:

These runners are great for aggressive trail and loose snow conditions. Hardweld runner is not recommended when ice may be encountered. Carbide runners feature 75° carbide for long life, 60° for those who prefer a steeper, more aggressive angle. These runners cannot be used with the #35-121 keel blade.

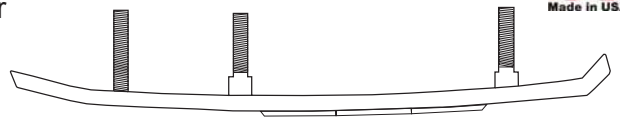


DESCRIPTION	PART#
Hardweld Runner, per pair	35-125
Trail / Loose Snow Carbide 4" x 75°, per pair	35-126
Aggressive Trail / Loose Snow Carbide 6" x 60°, per pair	35-123
Pro Race Snocross / Carbide, 10" x 60°, per pair	35-124

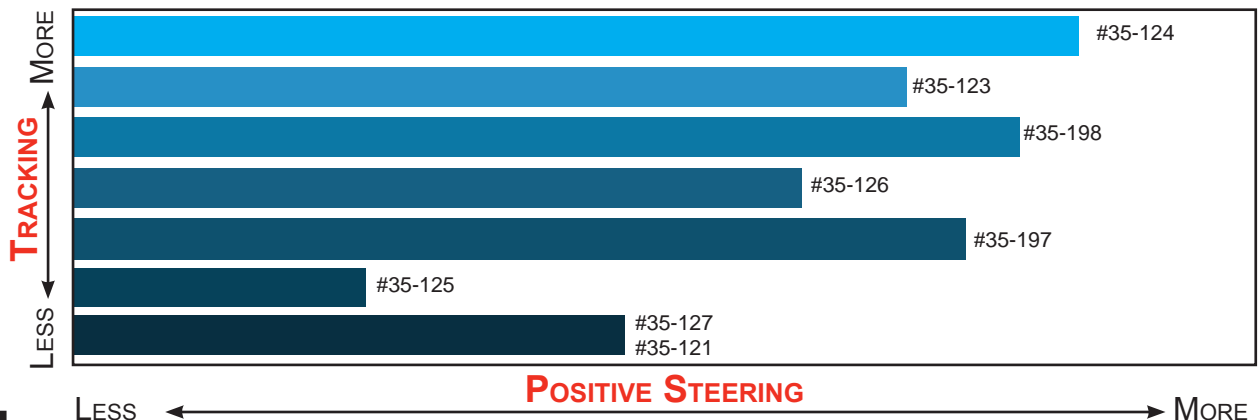


ACE™ Runners for SLT™, Powder Pro™ and MoHawk Skis™:

Woody's ACE™ runners use a rectangular shaped host bar with 60° carbide inserts. The rectangular shape allows for the host bar to be narrow (3/8") on the width which makes the runner more aggressive by reducing the surface area to provide more penetration into the packed snow and ice below the trail surface. Interestingly enough, the ACE™ runners are also less sensitive to darting and hunting. They cut in and out of ruts well and provide an aggressive confident feel.

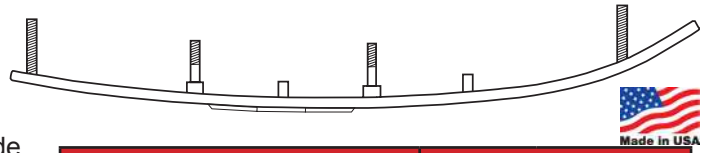


DESCRIPTION	PART#
6" x 60° Carbide Runner	35-197
8" x 60° Carbide Runner	35-198



Runners for SLP Tri-Keel™ I and II Ski, per pair

The SLP runners are the only runners that will fit and function properly on Tri-Keel™ I and Tri-Keel™ II Skis and are interchangeable with all Tri-Keel™ skis regardless of snowmobile brand. They provide aggressive performance. Available in either 6 inch 75° carbide or 6 inch of 60° carbide. Both styles utilize a ½" flat top host bar with hardweld surface in front of the carbide for extended life. They are very resistant to wear and bending.

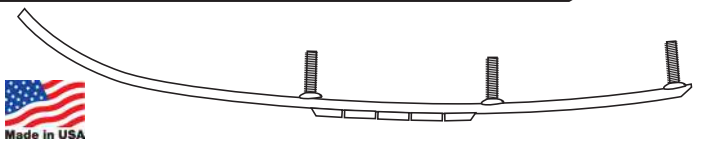


DESCRIPTION	PART#
6" - 75° Carbide	35-8
6" - 60° Carbide	35-9
Outer Pair (1 pair per 1 ski)	35-7

NOTE: Outside Runners are made of tough Chrome Moly for long wear. (Not for use with Tri-Keel II skis)

Runners for SLP ULTRA-LITE Ski™, per pair

SLP runners are the only recommended runners for SLP ULTRA-LITE Skis™. They are shaped properly to match the SLP patented Rocker Keel™ design for best performance and dependability. **Sold Per Pair.**



DESCRIPTION	Part#	DESCRIPTION	PART#
Arctic Cat, 4" - 75°	35-3	Polaris, 6" - 60°	35-2
Polaris, 4" - 75°	35-1	Ski-Doo, 6" - 60°	35-2
Ski-Doo, 4" - 75°	35-1	Yamaha 97+ Trail Arm Sus, 6" - 60°	35-2
Yamaha 97+ Trail Arm Sus, 4" - 75°	35-1		

Replacement Ski Saddle Damper

Replacement ski saddle rubber dampers for Polaris, Ski-Doo and Yamaha models with SLP Ultra-Lite™, Tri-Keel™ I, Tri-Keel™ II, SLT™ (Straight Line Tracking), Powder Pro™ and MoHawk Skis™.

DESCRIPTION	PART#
Arctic Cat - 2013-2018 M, XF, F and ZR	35-405
Polaris - 1980 & newer Wedge, All Edge, 600RR & IQ Racer	35-55
Polaris - 2005-18 IQ, RAW, Rush, Pro-Ride, 2013-18 Indy & Axys	35-362
Ski-Doo - All F-2000, 1998-00 CK3 & 1995-2001 S-2000	35-52
Ski-Doo - 2017-18 G4	35-362
Yamaha - 2007-16 Phazer and 2008-14 Nytro	35-388
Yamaha - 2014-18 Mountain Viper & Viper, 2017-18 Phazer	35-405



Sold per each

Replacement Parts for SLP Chrome Moly ULTRA-LITE Skis

Replacement Loops

These will fit all SLP ULTRA-LITE Skis™ with a plastic loop, regardless of brand of sled. **Sold per each.**

COLOR	PART#
Black	35-40
Plum	35-47



Replacement Bottoms Sold per each.

DESCRIPTION	BLACK	RED	PURPLE
Arctic Cat	35-10	--	35-11
Polaris	35-13	35-15	--
Ski-Doo	35-13	35-15	--
Yamaha (with strut susp.)	35-17	--	--
Yamaha (97+ trailing arm)	35-13	35-15	--



Each kit contains one ski bottom and 10 stainless steel rivets.

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
- Index

SLP Ski-Slips™

Similar to products that many call ski boots, SLP's SKI-SLIPS™ are made from high quality UHMW plastic (the same plastic material used in most plastic skis, both OEM and aftermarket) which provides longer life and better performance than lesser quality materials common for this type of product (HDPE plastic).

UHMW is:

- Wear resistant
- Super strong
- Super slippery
- Flexible, even in extreme cold weather

Protect Trailer
Decks, Garage
Floors, and Carbides



Special Features:

- Resists carbide cutting
- Easy on, easy off with no loose mounting hardware
- Keeps carbides from catching when loading and unloading
- Universal fit for most OEM and aftermarket ski designs*
- Small and compact for easy storage

Protects:

- Concrete floors, trailer decks, trailer ramps, skis, and carbides.

*Ski-Slips™ fit most models except:

Simmons, Ski-Doo Precision (Dual Keel), and Ski-Doo Offset Skis.

COLOR	PART#
Black	35-230
Red	35-232
Description	PART#
Replacement Straps	35-236**

**Replacement straps are sold per pair (2 straps).

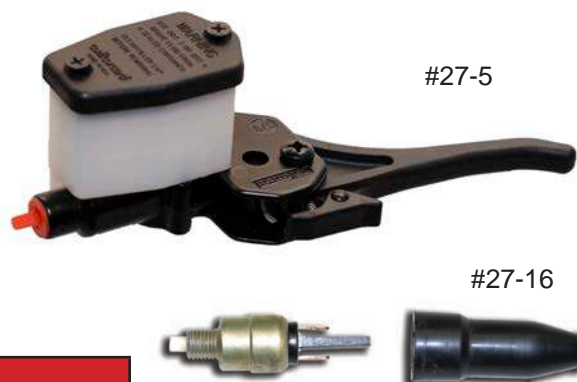


Wilwood Brake Cylinder Kit for *Polaris*

This master cylinder kit provides more braking power with less hand effort. Two finger brake lockup allows all required braking power and still gives you a secure grip on the handlebar. For models with hydraulic brakes.

(Optional) Brake Light Switch

This switch screws into SLP part # 27-5 Wilwood Master Cylinder and provides a signal to the brake light when the brake lever is depressed. Switch is required on models that use a brake light switch on the master cylinder.



DESCRIPTION	PART#
Willwood Brake Cylinder Kit	27-5
Brake Light Switch	27-16

*Fits GEN II and older Polaris models with hydraulic brakes. Can be used on newer models for a lightweight master cylinder kit but a different brake line will be required.

SLP High Performance Brake Lines

SLP Brake Lines are manufactured from the highest quality materials for no-compromise performance. Low quality rubber, braided cord or metal lines won't perform or last like these lines. Made with a PTFE core, braided stainless steel cover and a PVC outer sheath, these lines are lightweight and flexible. Less hand effort is required with up to 70% less expansion than rubber lines for better braking power and feedback to the caliper.



BRAND	DESCRIPTION	PART#	LENGTH
Arctic Cat	94-05 with Hydraulic disc brake	27-64	34"
Arctic Cat	94-05 with Hydraulic disc brake	27-95*	40"
Polaris	All Polaris <u>except</u> Gen II, Pro X, IQ, Rush, Pro-Ride and Axys	27-60	34"
Polaris	All Polaris <u>except</u> Gen II, Pro X, IQ, Rush, Pro-Ride and Axys	27-61*	38"
Polaris	Gen II	27-89*	38"
Ski-Doo	F2000, S2000, CK3 and ZX	27-73	31"
Ski-Doo	REV Chassis	27-87*	40"
Yamaha	RX-1	27-92*	40"

* This line is longer than stock to allow a longer, taller bar position. Check your required length before ordering.

SLP High Performance Carbon/Kevlar Brake Pads

SLP high performance brake pads are made from a Carbon/Kevlar GG-rated compound for snowmobiles. The SL-452501 compound is a semi-metallic material with Kevlar and Carbon composites, which works in any condition, cold or hot weather. Minimal break-in time required. It is also composed of carbon and basalt fibers as well as aramid fibers and other special materials. This special composition makes the SL-452501 a fade-free material that is excellent for wet or dry conditions. Excellent for race or trail.



DESCRIPTION	PART#
Arctic Cat with Wilwood Caliper OEM #0602-577 or 0702-229	27-21
Polaris 1992-2003 with drop in caliper <u>except</u> Pro X and Vertical Escape	27-20
Polaris Phantom Brake Models 2002-04 Pro X, 2003-05 Vertical Escape, and ALL 2004-14 IQ Models	27-26
Polaris 2010-14 Rush Chassis <u>does not fit</u> 2011 Pro Ride Chassis	27-26
Polaris 2012-14 Switchback and 600 RMK 144 <u>does not fit</u> 600 RMK 155, 600 Pro RMK 155, 800 RMK, 800 Pro RMK, and 800 RMK Assault	27-26
Polaris 2015 6/800 Indy and 600 RMK 144, 2016-18 Indy 600 and Switchback Assault 800	27-26
Polaris 2015-17 6/800 Axys Rush and Switchback, 2017 Switchback Assault	27-26
Polaris 2016-18 6/800 Axys Pro RMK, SKS and Assault RMK	27-99
Ski-Doo with Hydraulic Disc Brakes <u>except</u> 2008-16 XP/XM/XS	27-23
Yamaha 2001 SX 500, 1997-03 Mountain Max, 1998-99 SRX 600, 1998-02 SRX 700, 2002-06 Viper, 1997-03 V-Max, 2000-01 SX 500R, 2000-03 SX 600R, 2000 SX 700 SD, 2001 SX 700R, 1997-98 Venture 5/600, 1998-99 Venture 6/700, 2000-04 Venture 5/6/700, 2005-06 Venture 600, 2005-06 Venom	27-80

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Ice Scratcher, Universal Slide Rail Mount by Holz Racing



These ice scratchers prevent hifax wear and over-heating when riding on ice or hard-packed snow. They are spring loaded scratchers that drag in the snow, creating a spray of ice chips into the skid frame, lubricating your hifax. They typically lower coolant temperature up to 30° F on hard-packed snow. Sold in kit form, they are easy to install and require removal of front idler wheels, thus eliminating up to 4 pounds. Hooks over rails when not in use.



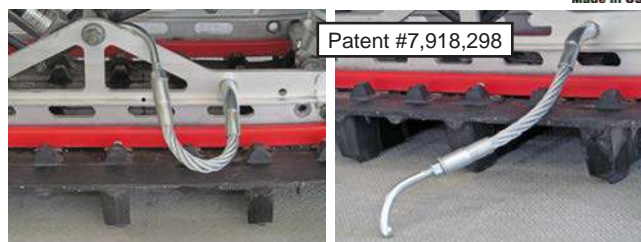
#35-285

DESCRIPTION	PART#
Universal Ice Scratcher, pair	35-285
Replacement Spring, Right Side, each	35-286
Replacement Spring, Left Side, each	35-287

DURAFLEX™, Universal Slide Rail Mount Ice Scratchers



DURAFLEX™ are a cable type ice scratcher that bolt to the slide rail easily and feature replaceable carbide tip wear points. The flexible cable design allows the sled to be run in reverse without damaging the ice scratcher. Like other ice scratchers, they provide the cooling and lubrication needed when running in hard snow conditions. When scratchers are not needed, simply hook them over the rail. Each DURAFLEX™ Kit contains two scratchers, two carbide tips, all mounting hardware, and installation instructions.



DESCRIPTION	PART#
DURAFLEX™ Ice Scratcher	35-293
Carbide Replacement Tips	35-292

Duratips™ Reverse-Compatible Retrofit



for **Most OEM/Aftermarket non-reversible wire ice scratchers**

Designed for trail use, Duratips™ reduce the damage or breakage of non-reversible wire ice-scratchers when left deployed in reverse. Their unique triangular shape allows the ice scratcher to “ramp” out of the snow when the sled is reversed. They attach in seconds with a single mounting bolt and retain the hook-over-rail storage position. The carbide tip increases the amount of ice spray by 20-30% which is a welcome benefit when running an icy trail. Sold per pair.



PART#
35-294

Ice Scratcher Brackets



New! for **2015-18 Ski-Doo Summit**
These aluminum brackets replace the stock plastic ice scratcher brackets for a stronger, more durable storage solution when the ice scratchers are not in use. Sold per pair.



PART#
35-295

Xtreme Anti-Slop Steering Post Upper Support Bushing



for *Arctic Cat 2005-11 M-Series, HCR and Crossfire*
 Having issues with slop on your steering post from a single pinch point? This steering post support is the answer! Sold as a kit including bushing and all the necessary mounting hardware.



PART#
32-64

SLP Hood Hold Down Strap Kit

Can be used for quickly removing hoods and in racing where additional tie downs are required. Sold in Kit Form: 1 Tie Down, 1 Hook, 1 Cherry Mate and Rivets.



PART#
32-360

Lightweight LED Tail/Brake Light

These lightweight LED Tail/Brake lights utilize High Intensity LED lights to give high visibility. They mount on any flat surface, and can be used as an auxiliary Tail/Brake light or on their own as a lightweight option. Polaris CFI models require the use of Adapter Part #32-314. Sold per each.



Note: 2005-06 Polaris 900 CFI requires stock wiring harness modification to use Part #32-314 adapter.

SIZE	LENS COLOR	LIGHT COLOR	WEIGHT	PART#
5/8" x 3 1/4"	Red	Red	1.4 oz	32-312
5/8" x 6"	Red	Red	3.1 oz	32-313
5/8" x 3 1/4"	Clear	Red	1.1 oz	32-325

DESCRIPTION	PART#
Adapter for models with a positive ground	32-314

Knee Pads

for *2011-16 Polaris RMK Pro-Ride Chassis except Axys*



These pads protect your knees from those hard hits when going down rough trails or airing it out on your 2011-16 Polaris RMK. Measures 4 1/2" x 8 1/2" and includes all necessary fasteners.



PART#
32-357

Side Panel Thumb Screws

for *Polaris IQ Raw Chassis*

Remove side panels in seconds without any tools using these trick thumb screws. Allows quick easy access to clutches and chaincase for routine inspection and maintenance. Sold per pair.

PART#
32-356



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Ultra High Strength Recoil Rope



Big bore and high compression engines take their toll on stock recoil ropes. This Ultra-High Strength Recoil Rope is rated at 5,000 pounds, making it the strongest rope available for its diameter (3/16"). Its strength equals that of wire rope of the same diameter with seven times less weight. This rope can be used in many other areas as well, such as tow rope. Typical length required for a recoil is 7 feet, but can be ordered in custom lengths.



DESCRIPTION	PART#
7' Length, per each	23-29
Per Foot, quantity represents length	23-27

Billet Aluminum Pull Rope Handle



Plastic stock pull rope handles are prone to breakage when used on big bore and high compression engines. This billet aluminum pull rope handle provides added strength to withstand forces needed to start these motors. Lightweight by design, this handle has a special notch that mates with the stock recoil pocket to keep it from flopping like other aluminum handles on the market today. Designed for a custom look and to fit comfortably in your hand.



PART#
23-28

Not for IQ Race Chassis

SLP Engine Torque Arms

This Engine Torque Arm greatly reduces engine deflection under acceleration. It harnesses the torque load of these high performance twins to eliminate clutch misalignment under acceleration. This reduction of engine movement in the chassis results in optimum clutch efficiency for maximum transfer of horsepower to the ground. As an added bonus, it also improves motor mount and belt life substantially.

Proper clutch alignment under load results in optimum clutching efficiency for maximum transfer of horsepower to the ground. Improved clutch life and fuel economy are additional benefits.

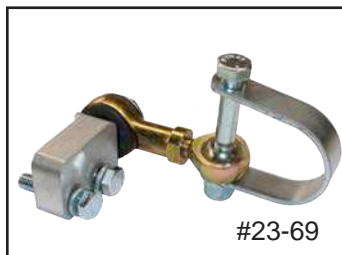
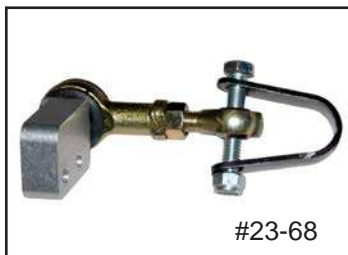
For tools used to set proper clutch alignment see page 111.



POLARIS	YEAR	PART#
600 Models		
600 SP and 680 Ultra	1996-97	23-43*
600 Rush	2010-14	23-68*
600 Switchback	2012-14	23-68*
600 Switchback Assault	2014-16	23-68*
600 RMK (except Axys)	2012-16	23-68*
600 Indy	2013-16	23-68*
700 Models		
700 XCR Triple	1999	23-43*
700 VES XC	2001-05	23-53*
700 VES SKS	2003	23-53*
700 VES Switchback	2004	23-53*
700 VES RMK	2002-05	23-53*
700 Pro X, Pro X2, Pro XR	2003-04	23-56*
700 (755) Fusion/Switchback/RMK	2006	23-59*

***Will not work with electric start.**

SLP Engine Torque Arms (Continued)



POLARIS	YEAR	PART#
800 Models		
800 XCR Triple	1999-03	23-43
800 VES XC	2002-05	23-53
800 VES SKS	2003	23-53
800 VES Switchback	2004-05	23-53
800 VES RMK	2002-05	23-53
800 Pro X, Pro X2, Pro XR	2003-04	23-56
800 Rush	2011-14	23-68
800 Switchback	2012-14	23-68
800 Switchback Assault	2011-16	23-68
800 RMK (except Axys)	2011-16	23-68
800 Indy	2014-16	23-68
800 Assault RMK	2011-15	23-68
800 Axys , Axys RMK except electric start models	2015-18	23-69
800 Axys , Axys RMK with electric start	2015-18	23-71
900 Models		
900 Fusion	2005-06	23-59
900 Switchback	2005-06	23-59
900 RMK IQ	2005-06	23-59
Ski-Doo		
REV Chassis	2003-07	23-55



What does a Torque Arm give you for performance in the field?

In controlled testing we found that by adding an SLP Torque Arm to a Polaris 800 Axys we gained 1 to 2 sled lengths acceleration in a short drag race. This is due to the reduction in flex of the motor mounts, keeping the clutches aligned and running at optimum efficiency.

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Engine Push Arm for *Polaris 600/700/800 Twins (Recoil Front Side)*

The high torque and horsepower of these twins creates unwanted movement of the engine. SLP's Push Arm helps eliminate this problem by pushing from the right side shock tower to the front of the recoil. When used in conjunction with a torque arm, engine movement is nearly eliminated, keeping clutching efficiency optimized without increasing vibration.



Keep Your Clutches Aligned!

DESCRIPTION	YEAR	PART#
Edge Chassis (<i>except</i> 600)	2000-05	23-50
600 HO IQ Carb Models	2006-09	23-62
600 HO CFI IQ/Raw	2007-13	23-63
700 HO CFI	2007-10	23-63
700 IQ	2006	23-60
800 HO CFI IQ, Raw	2007-10	23-63
900 IQ	2005	23-58
900 IQ	2006	23-60

Proper clutch alignment under load results in optimum clutching efficiency for maximum transfer of horsepower to the ground. Improved clutch life and fuel economy are additional benefits.

For tools used to set proper clutch alignment see page 111.

3 Piece Hood Vent Kit

for *2005-11 Arctic Cat M & Crossfire Chassis*

Keep powder snow from penetrating the front hood intake vent and building up on the airbox. Adheres to the exterior surface of the hood.

PART#

32-565



Hot Air Elimination™ Kits

for *2005-11 Arctic Cat M & Crossfire Chassis*

SLP Hot Air Elimination™ Kits help reduce stagnant underhood hot air to maintain higher horsepower by delivering additional cold air intake and hot air escape from the chassis. The kit for the left side helps to keep the clutches running cool, which considerably reduces the chance for performance loss due to heat saturation and improves belt life. The kit for the right side helps to reduce underhood heat given off by the exhaust system for a more consistent running engine. Vents utilize a powder snow pre-filter that repels snow and water, yet allows air to pass right through. These vents are sold in kit form for the right and left side. Kits include a side panel vent and two Flow-Rite™ Intake Kits for the shock tower.

Note: Side panel vents can be purchased separately.



DESCRIPTION	PART#
Right Side (exhaust), kit <i>except</i> M/Crossfire 1000, 2010/11 M8	32-530
Right Side (exhaust), kit for M/Crossfire 1000, 2010/11 M8	32-544
Left Side (clutch), kit All M/Crossfire	32-531



Hot Air Elimination™ Kits for 2018 Arctic Cat 8000 Models



This new vent kit provides 30% more airflow in the under-hood area of the new Arctic Cat 8000 models. It utilizes strategically placed vents in the shock tower (clutch side only), and the side panel rear and upper areas to promote cooler under-hood temperatures to keep your engine and clutches running at their peak potential.



These kits feature SLP's Max Flow™ air vent technology. This technology utilizes injection molding to encapsulate either our Flow-Rite™ material or our highly durable stainless steel mesh (depending on the application) to provide the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce vents that more readily shed the snow and are more durable. These vents are unmatched in quality and appearance.



DESCRIPTION	PART#
Left (Clutch) Side Kit (3 piece)	32-645
Right (Exhaust) Side Kit (2 piece)	32-646

DESCRIPTION	LEFT SIDE PART#	RIGHT SIDE PART#
Shock Tower Vent	32-647	N/A
Side Panel Rear Vent	32-648	32-650
Side Panel Upper Vent	32-649	32-651

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Hot Air Outlet Vents

for *Arctic Cat 2012-17 F, XF, M, 2014-17 ZR*

These vents provide hot air escape from the chassis for cooler underhood temperatures

which helps to maintain higher horsepower. The left side vent helps to keep the clutches running cool, which considerably reduces the chance for performance loss due to heat saturation and improves belt life. The right side helps reduce underhood heat given off by the exhaust system for a more consistent running engine. Sold as a kit, includes one right and one left side vent.

DESCRIPTION	PART#
Hot Air Outlet Vents	32-606



These kits feature SLP's Max Flow™ air vent technology. This technology utilizes injection molding to encapsulate our highly durable stainless steel mesh to provide the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce vents that more readily shed the snow and are more durable. These vents are unmatched in quality and appearance.

Hot Air Elimination™ Kits for *Polaris IQ/Fusion/Raw*

SLP Hot Air Elimination™ Kits help reduce stagnant underhood hot air to maintain higher horsepower by

delivering additional cold air intake and hot air escape from the chassis. The kit for the left side helps to keep the clutches running cool, which considerably reduces the chance for performance loss due to heat saturation and improves belt life. The kit for the right side helps to reduce underhood heat given off by the exhaust system for a more consistent running engine. Vents utilize a powder snow pre-filter that repels snow and water, yet allows air to pass right through. These vents are sold in kit form for the right and left side or as individual components. Each kit contains one air inlet grate, one outlet grate, required fasteners and detailed instructions.



DESCRIPTION	LEFT SIDE (CLUTCH)	RIGHT SIDE (EXHAUST)
2006 600 HO Fusion	32-541	--
600 HO RMK/Switchback, ALL 2007-11 IQ models except FST	32-534	32-523
2005-06 700/900 RMK /Switchback and ALL FST	32-522	32-523

NOTE: Grates can be purchased separately

SLP Footwell Vents

for *Polaris 2007-11 IQ RMK RAW Chassis*

This Footwell Vent Kit helps to effectively remove hot underhood air from the chassis. These vents considerably reduce the chance for performance loss due to heat saturation for a more consistent running engine. They are installed just above the footwells and are sold as a pair, one right and one left hand vent.

PART#
32-552





Hot Air Elimination™ Kits for 2010-14 Rush 600/800, 2012-16 Polaris 600 RMK/Switchback Assault, 2013-18 Indy, 2011-16 800 RMK, Switchback RMK, Assault RMK, Switchback Assault (except Axys Models)

These vent kits provide strategically placed inlet and outlet vents to evacuate the hot air that's trapped inside your engine compartment. Sold either per side or per pair in kit form.

These kits feature SLP's Max Flow™ air vent technology. This technology utilizes injection molding to encapsulate either our Flow-Rite™ material or our highly durable stainless steel mesh depending on the application to provide the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce vents that more readily shed the snow and are more durable. These vents are unmatched in quality and appearance.



DESCRIPTION	PART#	
Left (Clutch) Side Kit (4 piece), <i>except</i> Rush	32-619	
Right (Exhaust) Side Kit (4 piece), <i>except</i> Rush	32-620	
Middle Side Panel Vent, pair (optional)	32-602	

DESCRIPTION	PART#	
Upper Cowling Vent, Pair	32-601	
Side Panel Inlet, Pair	32-621	
Side Panel Lower, Pair	32-622	
Side Panel Rear, Pair, <i>except</i> Rush	32-623	
Middle Side Panel Vent, pair	32-602	

All exhaust (right) side vents utilize stainless steel mesh (*except* optional middle side vent).



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Hot Air Elimination™ Kits



for **Polaris 2015-18 Polaris Axys and Axys RMK**

These vents provide cold air inlet and hot air escape from the chassis for cooler underhood temperatures, which helps to maintain higher horsepower.

The **left side vent kit** helps to keep the clutches running cool. Through extensive testing we found that the fan action of the clutch and the placement of these vents create a flow of cold air into the side panel and out the footwell area. We found by doing this the **wind speed** out of the footwell area **increased** a full **13 miles per hour** at full shift out. This results in much cooler clutch and belt temperatures for increased belt life and less chance for performance loss due to heat saturation.



at full shift out. This results in much cooler clutch and belt temperatures for increased belt life and less chance for performance loss due to heat saturation.



The **right side vent kit** helps reduce underhood heat given off by the exhaust system for a more consistent running engine.

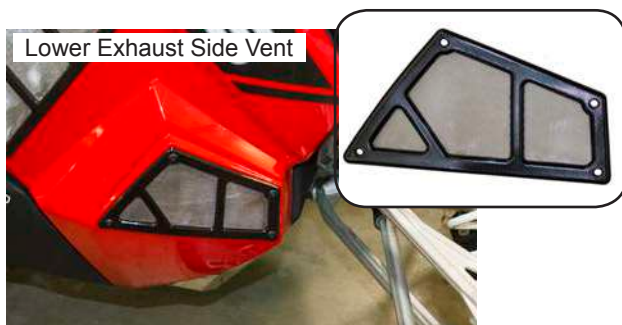
Reduces underhood temperatures by as much as 30%

These kits feature SLP's **Max Flow™** air vent technology. This technology utilizes injection molding to encapsulate our highly durable stainless steel mesh providing the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce vents that more readily shed the snow, and are more durable. These vents are unmatched in quality and appearance.

DESCRIPTION	PART#
Left (Clutch) Side Kit (3 piece)	32-634
Right (Exhaust) Side Kit (3 piece)	32-631

DESCRIPTION	PART#
Rear Cowling Outlet Vent, per pair (optional)	32-628*

* The rear outlet cowling vent provides additional hot air escape. We find it most beneficial for customers riding in deep snow conditions.



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Hot Air Elimination™ Kits



for 2013-18 Ski-Doo XS & XM

Get rid of the hot air that's trapped inside your engine compartment with this Hot Air Elimination™ Kit. This kit increases the air inlet as well as the outlet areas to efficiently provide the necessary air flow through the chassis. Sold per side in kit form, each vent can be purchased separately if desired.

These kits feature SLP's **Max Flow™** air vent technology. This technology utilizes injection molding to encapsulate either our Flow-Rite™ material or our new highly durable stainless steel mesh depending on the application to provide the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce vents that more readily shed the snow, and are more durable. These vents are unmatched in quality and appearance.



DESCRIPTION	PART#
Left Side Kit (includes 3 vents, shock tower inlet vent, side panel top outlet vent and side panel rear outlet vent)	32-614
Right Side Kit (includes 2 vents, shock tower inlet vent and side panel rear outlet vent)	32-615

DESCRIPTION	PART#	
Individual Vents	Left Side Shock Tower Inlet	32-609
	Left Side Hood Top Outlet	32-611
	Left Side Rear Outlet	32-612
	Right Side Shock Tower Inlet	32-610
	Right Side Rear Outlet	32-613

All exhaust (right) side vents utilize stainless steel mesh.

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Hot Air Elimination™ Kits

for 2017-18 Ski-Doo 850 G4 MXZ, Renegade & Summit

The 850 engine in the G4 Chassis builds and holds significant underhood heat. This kit increases air flow to provide the necessary cold air through the engine compartment, reducing underhood temperatures by up to 30%. **Sold per side, 2 vents per clutch side kit and 3 vents per exhaust side kit.**



Complete Left Side Kit #32-638



Complete Right Side Kit #32-644

These kits feature SLP's **Max Flow™** air vent technology. This technology utilizes injection molding to encapsulate either our Flow-Rite™ material or our new highly durable stainless steel mesh to provide the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce durable vents that readily shed the snow. These vents are unmatched in quality and appearance.



DESCRIPTION	PART #
Left Side Kit (includes 2 vents, Rear Outlet Vent and Upper Outlet Vent)	32-638
Right Side Kit (includes 3 vents, Rear Outlet Vent and Upper Outlet Vent, Shock Tower Vent)	32-644

DESCRIPTION	PART#	
Individual Vents	Left Side Rear Outlet	32-640
	Left Side Upper Outlet	32-641
	Right Side Shock Tower Inlet	32-610
	Right Side Rear Outlet	32-643
	Right Side Upper Outlet	32-642

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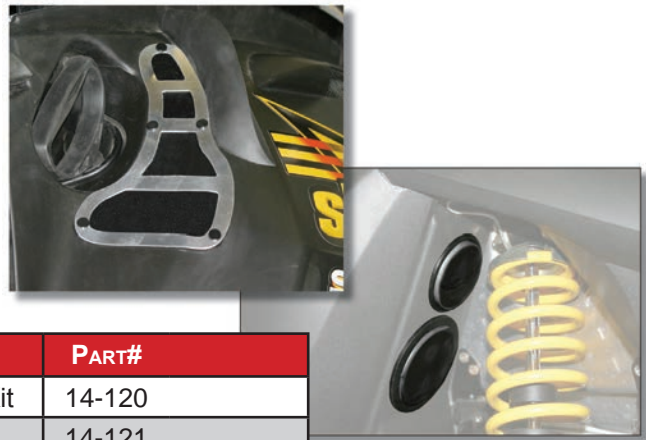
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Hot Air Elimination™ Kit

for *Ski-Doo REV except RT Chassis*

The REV is in desperate need of additional chassis ventilation to eliminate unwanted underhood heat build up. This kit effectively forces cold air into the chassis via two Flow-Rite™ Intake Kits located in the rear of the shock tower. It then evacuates the hot air out of the chassis via an attractive brushed aluminum outlet grate. The outlet grate utilizes a powder snow pre-filter to eliminate powder snow build up or ingestion. Hot Air Elimination™ Kit includes, (1) Air Outlet Grate and (2) Flow-Rite™ Intake Kits.



DESCRIPTION	PART#
Hot Air Elimination Kit	14-120
Air Outlet Grate only	14-121



Hot Air Outlet Vents

for *2014-18 Yamaha Viper*

These vents provide hot air escape from the chassis for cooler underhood temperatures which helps to maintain higher horsepower. The left side vent helps to keep the clutches running cool, which considerably reduces the chance for performance loss due to heat saturation and improves belt life. The right side helps reduce underhood heat given off by the exhaust system for a more consistent running engine. Sold as a kit, includes one right and one left side vent.



PART#
32-606

These kits feature SLP's Max Flow™ air vent technology. This technology utilizes injection molding to encapsulate our highly durable stainless steel mesh to provide the maximum air flow through the chassis while keeping snow out. This injection molding process allows us to produce vents that more readily shed the snow and are more durable. These vents are unmatched in quality and appearance.

SLP Hot/Cold Air Vent

for *All Brand Snowmobiles belly pan hot air escape or cold air intake vent.*

This streamlined vent adds a sporty appearance and removes unwanted hot underhood air that robs performance. Can be located on any flat or near flat surface (3 1/4" x 12 3/8") for hot air escape or reversed for cold air inlet. Supplied in black, but is paintable.



Sold per each with fasteners.

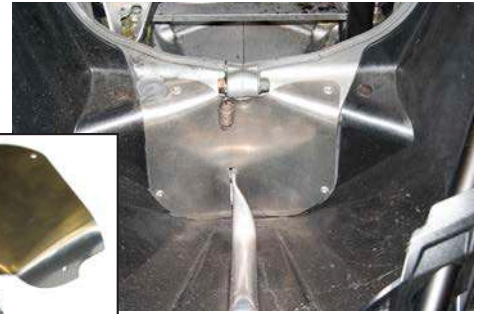
DESCRIPTION	PART#
SLP Hot/Cold Air Vent	32-304

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Nose Cone Block Off

for **2011-16 Polaris PRO-Ride RMK/Assault RMK except Axys**

The stock belly pan on the Polaris Pro-Ride RMK Chassis is open to the rear side in the center. When riding in deep snow conditions (12 inches or more of loose snow) this opening allows snow to pack into the belly pan under the pipe. The pipe creates enough heat that the snow melts and refreezes into a massive chunk of ice. This kit helps eliminate this problem by blocking the snow from packing in. Kit includes a formed aluminum block off plate and hardware.



PART#
32-569



Radiator Removal Kit *for Polaris IQ Chassis*

This kit allows you to remove the radiator with a clean, professional look. It **reduces weight by 7.2 pounds**. This kit is compatible with stock airbox. Kit includes hose splice, coolant restrictor plug and radiator block-off plate.



DESCRIPTION	PART#
700/900	10-8
600 HO (Carb and CFI)	10-9

Snow Eliminators



This innovative (Patent Pending) running board add-on provides plenty of space for snow and ice to fall through, while also providing exceptional boot traction. The Snow Eliminator also acts as a "Frame Doubler" to help strengthen a weak area on some snowmobile models. Once you ride with them you will never want to ride without them. Sold per pair.

Does not fit short track models.



	DESCRIPTION	PART#
ARCTIC CAT	1-M and King Cat Chassis	32-571
	2005-07 M-Series and Crossfire Chassis	32-572
	2008-11 M-Series and Crossfire Chassis	32-592
	2012-17 M-Series	32-599
Polaris	Gen II Chassis	32-574
	Edge Chassis	32-575
	2005-06 IQ Chassis	32-576
	2007-11 IQ Raw Chassis	32-577
	2011-12 Pro-Ride RMK Chassis	32-598
Ski-Doo	1998-02 Narrow ZX Chassis	32-578
	2002-03 Wide ZX Chassis	32-579
	2003-04 REV Chassis	32-580
	2005-07 REV Chassis	32-581
	2008-18 XP Chassis	32-582
Yamaha	RX-1 Chassis	32-583
	Phazer (New) Chassis	32-584
	2008-09 Nytro MTX Chassis (must remove stock fishbone brace)	32-585
	2010-14 Nytro MTX Chassis	32-596
	2015-17 Viper MTX	32-599

STOMPGRIP™ Traction Pads

Get a grip on your snowmobile with these STOMPGRIP™ Traction Pads. They are made of a pliable elastomer material molded into shape with traction knobbies that provide functional, non-abrasive grip. These traction pads help you better grip your machine, giving you greater control, which helps you save energy with less arm pump. They are a huge advantage for an aggressive riding style, so whether you ditch bang, trail ride, boondock, race or hillclimb you are going to love this addition. They are applied with the strongest 3-M peel-and-stick adhesive available. We like placing them on the sides of the tunnel and exposed tank and cowling areas where extra grip is needed. It's amazing how much more control you have over your sled when the insides of your boots and legs are firmly planted where they should be.

Universal Traction Pads measure 4 1/4" x 15 1/2" and have a volcano shaped grip surface. We like using them on the side of the tank and cowling, but they may also be applied to the side of the tunnel. Sold as a pair of ultra-clear or black strips, they can be custom cut as necessary. Sold per pair.

DESCRIPTION	PART#
Black, 4 1/4" x 15 1/2"	32-700
Clear, 4 1/4" x 15 1/2"	32-701

Tunnel Side Traction Pads use a stud shaped grip surface that is more aggressive than the volcano shape found on the universal pad. This allows a better grip on the side of your boots. These tunnel side traction pads are sold in a four piece kit that is custom molded to fit most tunnels. They are offered in ultra-clear or black. Sold per set.

DESCRIPTION	PART#
Black Tunnel Side Kit	32-702
Clear Tunnel Side Kit	32-703

Arctic Cat/Yamaha Specific Stompgrip™ Traction Pads use a stud shaped grip surface that is more aggressive than the volcano shape found on the universal pad. This allows a better grip on the side of your boots. These tunnel side traction pads are sold in a four piece kit that is custom molded to fit most tunnels. They are offered in ultra-clear or black. Sold per set.



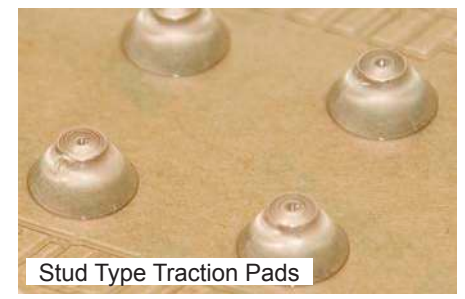
Universal Traction Pads



Tunnel Side Traction Pads



Volcano Type Traction Pads



Stud Type Traction Pads



DESCRIPTION	PART#
Clear Tunnel Sides, 2012-17 Arctic Cat F/XF/M/ZR and SnoPro 600	32-704
Black Tunnel Sides, 2012-17 Arctic Cat F/XF/M/ZR and SnoPro 600	32-705
Clear Console Panels, 2012-17 Arctic Cat M Series	32-706
Black Console Panels, 2012-17 Arctic Cat M Series	32-707
Clear Tunnel Sides, 2014-18 Yamaha Viper	32-704
Black Tunnel Sides, 2014-18 Yamaha Viper	32-705
Clear Console Panels, 2014-18 Yamaha Viper	32-706
Black Console Panels, 2014-18 Yamaha Viper	32-707



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STOMPGRIP™ Seat Covers



These trick seat covers incorporate a side panel traction strip for ultimate control in most riding positions. The STOMP-GRIP™ Traction Strip is made of a pliable elastomer material molded into shape with traction knobblies to provide a functional, non-abrasive grip to the side of your seat. The traction strip has been placed in such a way as to keep it out of the way in most seated positions, yet provide the necessary traction on the inside of your legs or on your knee when in an aggressive standup riding stance. Whether you are ditch banging, trail riding, boondocking, racing, or hillclimbing, the added traction in this area gives you much greater control of your sled, as well as helps you save energy with less arm pump. It is amazing what you can make your sled do when you have your legs firmly planted where they belong.



DESCRIPTION	PART#
Arctic Cat 2010-11 M-Series	32-800
Arctic Cat 2010-12 SnoPro 500 and 2008-11 SnoPro Race Chassis	32-805
Polaris 2007 Dragon 700 IQ and Dragon 700 RMK	32-806
Ski-Doo 2008-09 XP/XR Chassis	32-802
Ski-Doo 2010-15 XP without seat storage	32-804
Yamaha 2007-14 Nytro	32-803

Angled Footrest

for **2008-18 Ski-Doo XP**



These angled footrests mount in the footwell area of Ski-Doo XP models. They provide a much more comfortable position for your feet when in the seated position. They also give you more control in the seated position by allowing you to easily grip the top side of the footwell with the top of the toe of your boot. When riding in a standup position, they keep your feet from sliding forward into the footwell areas, allowing you to stay in the proper location for optimum balance and control. Sold per pair with mounting hardware.



PART#

32-594

Aluminum Rear Bumper

for **2011-18 Polaris Pro RMK including Axys**

This bumper kit for the Polaris Pro RMK is a direct replacement for the stock carbon fiber bumper. It features a 6061 aluminum tube for strength with standard black anodize finish for durability. It has a knurled surface for a better grip. It is much stronger and more durable than the stock carbon fiber bumper and allows you to use your bumper as you normally have on previous model sleds you have owned.

PART#

32-278

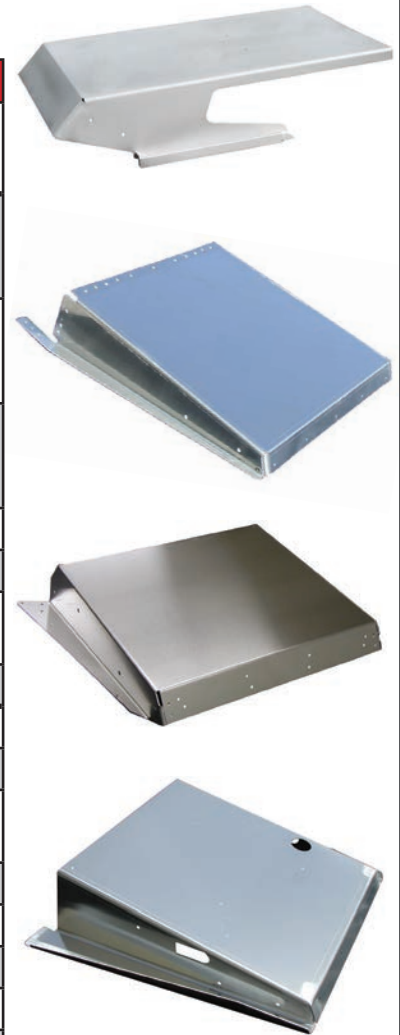


Tunnel Extensions

Provides the additional length needed when using a longer track. Natural aluminum finish.



DESCRIPTION		PART#
ARCTIC CAT	2002-05 ZR Chassis 121 to 136/144"	32-477**
POLARIS	Extension for 133/136" Track - 1982-2003 Wedge, Gen II, New Gen and Aggressive Chassis <i>except</i> models with running board roll coolers	32-35
	Extension for 141" or 144" Track - 1982-2003 Wedge, Gen II, New Gen and Aggressive Chassis <i>except</i> models with running board roll coolers	32-36
	Extension for 151/156/159" Track - 1982-2003 Wedge, Gen II, New Gen and Aggressive Chassis <i>except</i> models with running board roll coolers	32-397
	Extension for Edge XC and Pro X 121" to 136"	32-410*
	Extension for Edge XC and Pro X 121" to 144"	32-474*
	Extension for 2005-07 Fusion and IQ 121" to 136" <i>except</i> Race Chassis	32-545**
	Extension for 2007-11 RMK RAW 155" to 163"	32-563**
	Ski-Doo	2008-15 XP 120" to 137" not for R-Motion Models
2004-07 REV 121" to 136/144" <i>except</i> X models		32-453
2003-07 REV 144" to 151/156/159/162" <i>except</i> Renegade models		32-484
2003-07 REV 151" to 156/159/162"		32-485
1999+ ZX Chassis 121" to 136/144"		32-486**
1999+ ZX Chassis 136/144" to 151/156/159/162"		32-487**
F2000, S2000 & CK3 Chassis 121" to 136/144"		32-489**
Yamaha	2004-06 Venom and 2002-04 Viper 121" to 136"	32-460
	2008-14 FX Nytro and Nytro RTX 121" to 136"	32-464
	FX Nytro and MTX 153" to 159/162/163"	32-465



* Includes guard for rear coolant transfer hose.

**Includes fasteners.



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Slide Rail Extension Kits

for *Polaris*

These kits provide a simple, strong, cost effective method to extend the rail for installation of a longer track.



DESCRIPTION	EXTENSION KIT LENGTH	AXLE EXTENSION	PART#
Polaris models thru 1997 <i>except</i> domestic twins	121" to 133"	6"	31-75
Polaris models thru 1997 <i>except</i> XTRA-12 & domestic twins	121" to 136"	7.5"	31-77
Polaris models 1997 domestic twins and 1998 and newer Wedge, Gen II, New Gen and Aggressive Chassis	121" to 136"	7.5"	31-80
Polaris Edge and IQ Models 2000-12 <i>except</i> 2001-04 Pro X and M-10	121" to 136"	7.5"	31-210
Polaris 2001-04 Pro X models	121" to 136"	7.5"	31-80
Polaris models with OEM 136" rails, all years	136" to 144"	4"	31-211
Polaris models with OEM 136" rails, all years	136" to 151"	7.5"	31-80
Polaris models w/144" rails <i>except</i> 07-16	144 to 151"	4"	31-211
Polaris models w/144" rails <i>except</i> 07-16	144" to 156"	6"	31-234
Polaris models w/144" rails <i>except</i> 07-16	144" to 159"	7.5"	31-240
Polaris models w/151" rails <i>except</i> IQ Models	151" to 159"	4"	31-211
Polaris models w/151" rails <i>except</i> IQ Models	151" to 166"	7.5"	31-80
Polaris models w/159" rails <i>except</i> IQ Models	159" to 166"	4"	31-211
Polaris models w/144" rails 07-11 RMK RAW Chassis	144" to 151"	4"	31-213
Polaris models w/144" rails 07-11 RMK RAW Chassis	144" to 155"	5.5"	31-219
Polaris models w/144" rails 07-11 RMK RAW Chassis	144" to 156"	6"	31-214
Polaris models w/144" rails 07-11 RMK RAW Chassis	144" to 159"	7.5"	31-218
Polaris models w/155" rails 07-11 RMK RAW Chassis	155" to 163"	4"	31-213

Contains all hardware necessary for installation, which may include: spacers, blocks and hardware.

Slide Rail Extension Kits

for *Ski-Doo*

Extend the rails on your Ski-Doo to allow the use of longer tracks for more flotation and better performance in deep snow conditions. Sold per pair. Includes all hardware needed to install rail extensions.



2004-05 SC3 Suspension

DESCRIPTION	PART#
121" to 136"	31-166

2005-07 SC4 Suspension

DESCRIPTION	PART#
121" to 136"	31-260

2003-07 REV SC144 & SC151 Suspension

DESCRIPTION	PART#
144" to 151"	31-251
151" to 159"	31-251
144" to 159"	31-255

SC10 & SC10 II Suspension *EXCEPT* CK3 Models

DESCRIPTION	PART#
121" to 136"	31-166
136" to 144"	31-239
136" to 151"	31-166
144" to 151"	31-239
144" to 159"	31-166
151" to 159"	31-239

Slide Rail Extension Kits

for **Yamaha Trailing Arm Models**



Extend the rails on your Yamaha to allow use of longer tracks for more flotation and better performance in deep snow conditions. Sold per pair. Includes all hardware needed to install rail extensions. (8 tooth drivers are required for use with paddle tracks over 1 1/2")



DESCRIPTION	PART#
121" to 136" 8 tooth drivers	31-231
121" to 136" 9 tooth drivers	31-236
141" to 151"	31-232
144" to 151"	31-250

Rear Suspension Mounting Brackets

for **Polaris Gen II XC Models**



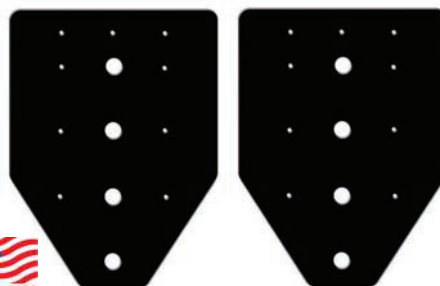
These custom brackets are manufactured from high tensile strength steel and provide proper suspension installation for long track conversions. This kit drops the rear suspension mounting point down 1 3/4". Dimensions are 3 1/4" x 3 1/2". Sold per pair.



PART#
32-411

Universal Rear Suspension Hanger

Relocate your rear suspension with ease with the use of these rear suspension hangers. Manufactured from high-tensile steel and powder coated, these hangers not only look good, they are very strong and lightweight. **Kit includes:** (2) 4 3/4" x 6 3/4" hanger brackets, (2) angle brackets, (6) 3/8" G8 bolts and (6) 3/8" locking nuts. Sold per pair.



PART#
32-412



TRAC-LINK™ Quick Adjust Limiter Strap Kit

TRAC-LINK™ gives you the ability to adjust traction and balance characteristics of any make/model snowmobile quickly and easily. It replaces the OEM limiter-straps with an ultra-strong Goodyear® strap combined with the Patent Pending aluminum adjustment mechanism to give you 3 full inches of adjustment with a simple turn of a 1/2" or 13mm wrench. Weighs just 15 oz. including the strap and all necessary hardware and is adaptable to any rear suspension that employs conventional limiter-straps. Strap is 1 1/2" wide, trimming is required on some models. Please inquire.



PART#
32-438



Rail/Tunnel Extension Kit for **Polaris Edge**

This kit contains all the needed parts to professionally convert your tunnel and slide rails from 121" to 136". The only part not included is the track. Stock track drive sprockets can be used with 2" notched track. 8 tooth drive sprockets must be used for 2 1/4" notched tracks. **Kit contains:** tunnel extension, hose guard, rail extension, rivets and instructions.



DESCRIPTION	PART#
2000-05 Edge <i>except</i> M-10	32-398
2002-04 Pro X	32-396



Skis

Brake

Chassis

Clutching

Controls

Engine

Exhaust

Fuel Systems

Gauges

Intake

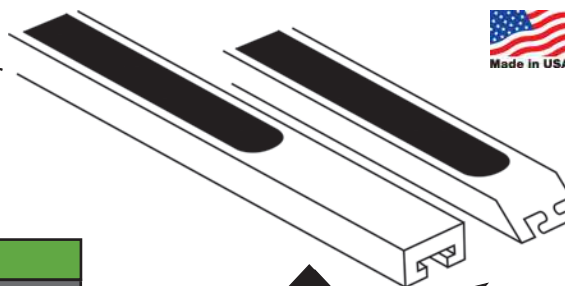
Tools

Misc.

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HiperFax™ Slide Rail Material

This remarkable patented material reduces heat and friction for better high speed, hard-packed use, or on paddle tracks without melting. Improved fuel economy and slide rail life. Sold per pair.



Arctic Cat

T-Slot Type		
COLOR	FIRECAT, CFR 2007-17 F & ZR 128/129"	ALL 1M, M & XF CHASSIS 136/144/151/153/156/159/162"
Black	25-92	25-77
Green	--	25-89



Polaris

2000-05 EDGE, 2005-06 FUSION & 2007-12 IQ 2010-17 RUSH MODELS		2002-18 MODELS
COLOR	120/121" TRACKS	X-LITE 136/137/144/151/155/156/159/163/166"
Black	25-75	25-96

Ski-Doo

	NEW PROFILE, ALL 1997-07 MODELS <i>EXCEPT</i> XP, 1000, AND 2007 SUMMIT MODELS	STANDARD PROFILE (UP TO '97, M10, MACH Z 1000, SUMMIT MODELS INCLUDING 1000)	2008-17 XP AND XM 2013-17 XS & XU		2017-18 850 REV G4 RENEGADE, SUMMIT
COLOR	136/144/151/159" (58 1/2")	LONG 66"	120"	137/146/154/163/174"	137/154/165"
Black	25-69	25-100	25-97	25-100	25-100
Yellow	25-65	--	--	--	--

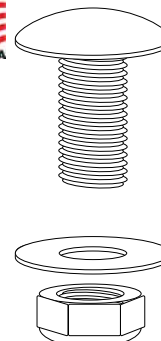
Yamaha

	2014-18 VIPER MODELS		FITS 1997-2018 NEW PROFILE ONLY	
COLOR	VIPER 129" RTX	VIPER 137/141/153/162" LTX, XTX, STX, MTX	STANDARD TRACK 120/121"	LONG TRACK 136/137/141/144/151/162" MODELS <i>EXCEPT</i> 2014-17 VIPER
Black	25-92	25-77	25-34	25-90

***Note:** For models that have closed window tracks you must use anti-wear pads (see below). If track has all the windows open yet crossbars are not clipped, clips will need to be added.

SLP Track/Hifax Anti-Wear Pads

These wear pads reduce drag and wear on Hifax. Designed for tracks not equipped with windows or wear clips on each cross bar. ***Without*** these anti-wear pads you will have higher Hifax temperature, more drag against the track and even depositing rubber on Hifax. Eventual damage to track is also possible without the use of this kit.



Increased Performance!

DESCRIPTION	PART#
Per each kit: 1 Pad, 1 Washer, 1 Nut	25-101
32 Pack: for 121" Tracks	25-103
40 Pack: for 136/144/151" Tracks	25-102
42 Pack: for 159" Tracks	25-104
44 Pack: for 162" Tracks	25-105
Track Drill	20-160

Special Track Drive Sprockets

for **Polaris 1 1/2" & 2" Paddle Tracks**

7-tooth sprockets are smaller in diameter than stock to increase tunnel clearance for tall traction paddles. Sprockets are available with single or double drivers and have 2.52 pitch for Polaris 1" Hex Shaft. Sold per each.

DESCRIPTION	PART#
7-tooth, Single	31-29
7-tooth, Double	31-28

SLP recommends using a 4 driver setup.



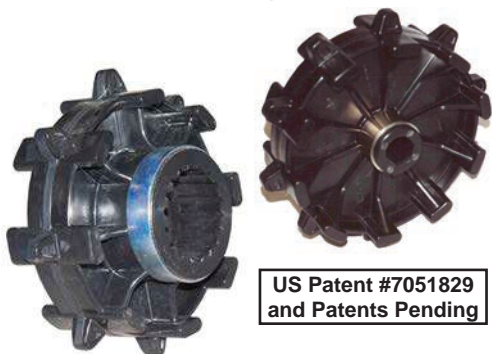
#31-29



#31-28

No Slip Drive Sprockets™ by Wahl Bros.

These drive sprockets drive off of four track lugs and two track clips at once with just one pair of drive wheels. They increase performance by eliminating both rotating mass and track ratcheting. For use on tracks with all windows open and fully clipped. This is the most efficient and durable drive sprocket on the market today. **Slide rail modification and installation of anti-stab wheel kit (page 32) required on some models.** Sold per each.



US Patent #7051829 and Patents Pending

What size sprocket should I use?

Arctic Cat

1 1/16" - All Arctic Cat (*except* King Cat)

1 1/4" - King Cat

Note: Not for 2012-16 Arctic Cat Models and *all* Diamond Drive Models

Polaris

1" - Pre-Edge, and GEN II

1 1/16" - Edge, IQ

Polaris 18 Spline - IQ, RAW, Rush, Alys & Pro-Ride *except* 2013-16 6/800 Pro RMK

Note: IQ models were manufactured with the 18 spline drive shaft and the 1 1/16" Hex shaft. Verify shaft style before ordering.

Ski-Doo

1 1/8" -- Ski-Doo ZX and REV


1 1/4" -- Ski-Doo Pre-ZX

12 Spline Shaft -- XP, XM, XS and XU

Yamaha

1 1/16" - Post 1995 Yamaha

***Note:** For tighter sprocket fit, 1" wheels may be pressed on 1 1/16" shaft.

	DESCRIPTION	PART#
2.52" Pitch	7 Tooth, 1" Hex 2.52" Pitch	31-267
	7 Tooth, 1 1/16" - 1 1/8" Hex 2.52" Pitch	31-268
	8 Tooth, 1" Hex 2.52" Pitch	31-81
	8 Tooth, 1 1/16"-1 1/8" Hex 2.52" Pitch	31-82
	9 Tooth, 1" Hex 2.52" Pitch	31-83
	9 Tooth, 1 1/16"-1 1/8" Hex 2.52" Pitch	31-84
	9 Tooth, 1 1/4" Hex 2.52" Pitch	31-88
	9 Tooth, 2.52" Pitch for Polaris 18 Spline Shaft	31-269
	10 Tooth, 1" Hex 2.52" Pitch	31-85
	10 Tooth, 1 1/4" Hex 2.52" Pitch	31-89
2.86" Pitch	7 Tooth, 2.86" Pitch for Ski-Doo 12 Spline Shaft (requires Part# 31-273 for installation, see below)	31-274
	8 Tooth, 1" Hex 2.86" Pitch	31-256
	8 Tooth, 1 1/16" Hex 2.86" Pitch and 8 Tooth, 1 1/8" Hex 2.86 Pitch	31-257
	8 Tooth, 1 1/4" Hex 2.86" Pitch 	31-277
	8 Tooth, 2.86" Pitch for Polaris 18 Spline Shaft	31-270
3" Pitch	7 Tooth, 1" Hex 3" Pitch	31-246
	7 Tooth, 1 1/16"-1 1/8" Hex 3" Pitch	31-247
	8 Tooth, 1" Hex 3" Pitch	31-248
	8 Tooth, 1 1/16"-1 1/8" Hex 3" Pitch	31-249
	8 Tooth, 1 1/4" Hex 3" Pitch	31-254
	8 Tooth, 3" Pitch for Polaris 18 Spline Shaft	31-271
	8 Tooth, 3" Pitch for Ski-Doo 12 Spline Shaft (requires Part# 31-273 for installation, see below)	31-272
Aluminum Assembly Sleeve required for installation of Part # 31-272 & #32-274	31-273	

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- Engine
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Front Bumper with Skid Plate

for **Arctic Cat ProClimb and ProCross**

Made from 3/16" aluminum, this bumper offers the ultimate protection and tightest approach angle so you can get in and out of creek bottoms without your bumper slowing you down. Bumper weighs in at a lightweight 5.1 lbs with full skid plate. You also have the option of cutting the back half of the skid plate to use as bumper only, losing more weight for the ultimate in front end lightweight performance. This bumper is available in Black (SURE FOOT ICE FREE COATING) or unpainted for a custom build.



DESCRIPTION	PART#
Uncoated	32-368
Black	32-369

Skid Plate / S & E Module Brace

for **Ski-Doo XM, XP and XS**

Supports your S module as well as providing a simple slim light weight skid plate for your XM / XS / XP model Ski-Doo. Also includes the E module brace brackets that support the upper A arm rear location from damaging the E module (the most commonly broken parts on current Ski-Doo XM / XS / XP machines today). Simple rivet on application that can be done with hand tools.



DESCRIPTION	PART#
Uncoated	32-626
Black	32-627

Anti-Stab Wheel Kits

These wheel kits replace the stock limiter strap mount and keep the track from coming into contact with the tips of the suspension rails. Rail modification may be necessary. These kits are highly recommended for use with No Slip Drive Sprockets.

Kit contains: Four 2 3/4" O.D. rubber compound wheels, shaft, spacers, and bolts.



DESCRIPTION	LIMITER STRAPS	PART#
Arctic Cat and Yamaha 8 3/4" Shaft	1, Centered	32-235
Polaris and Ski-Doo 8 5/8" Shaft	1, Centered	32-236
Arctic Cat and Yamaha 8 3/4" Shaft	2 Straps	32-237
Polaris and Ski-Doo 8 5/8" Shaft	2 Straps	32-238
Polaris 2011-16 Pro-Ride	1, Offset	32-238
Polaris 2016-18 Pro-Ride	1, Offset	32-238
Ski-Doo	1, Offset	32-238

NOTE: Will not work with **Arctic Cat ProClimb** and **Yamaha Monoshock**.

2-Wheel Kits



Change your sled from a 3-wheel rear idler setup to a 2-wheel setup. This kit moves the outside idler wheels to the inside of the rails, and eliminates the extra idler from the center. Benefits include lighter weight and easier sidehilling.



DESCRIPTION	PART#
Arctic Cat	
2000 Powder Special 6/700, 2001 ZR 800, 2001-02 All Mountain Cats, 2006-08 Crossfire	32-248*
2003-04 Mountain Cat, 2005-11 M-Series, 2009-11 Crossfire, ALL King Cat	32-246
Polaris	
1997-10 RMK, Switchback and 2011 600 RMK	32-275
Ski-Doo	
XP and 2007 Summit REV	32-274
Yamaha	
Nytro, Venture and Phazer Models	32-268

*Note: Part #32-248 includes two wheel bearings.

SLP Aluminum Spindles for Ski-Doo

We love the Ski-Doo XP/XM chassis for its lightweight design, but have found it to have an unpredictable nature in a corner, through the bumps, or sidehilling. We looked at the cause of this unpredictability and found it to be primarily due to the stock spindle geometry.

We designed these spindles with proper geometry, and what a difference it made. With these spindles installed, the chassis becomes much more predictable in every condition we have tested. Steering control is improved and the improvement in handling is enormous. They make the sled much less fatiguing to ride, and it actually starts to feel as lightweight as it really is. The improvement is so substantial that this becomes one of the first parts we would recommend adding to the XP/XM.

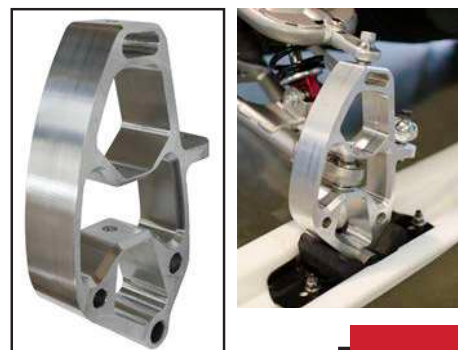


DESCRIPTION	PART#
2008-17 Summit <i>except</i> T-3 & G4	32-247
2008-09 Renegade	32-267

"I ride sleds every single day during the winter and so when I can personalize my sled to my tastes I'll have a better experience. The SLP spindles for my Ski-Doo Summit allow a lower center of gravity by reducing the ride height and also improving the track approach angle. The spindle design by SLP is a winner." - **Bret Rasmussen** - Ski-Doo Factory Backcountry Expert

SLP Aluminum Spindles for 2008-14 Yamaha Nytro

These spindles from SLP reduce ski pressure and provide better straight line tracking for a much more comfortable and predictable ride. Steering control is improved with less arm effort required. Made of billet aluminum for a strong, lightweight, durable part. Sold per pair.



PART#
32-327

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
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Walker Evans Needle Ski Shocks

for **Polaris RMK RAW, Pro-Ride & Ski-Doo Summit XP**

These premium shocks from Walker Evans Racing substantially improve ride quality on Polaris IQ, Pro-Ride and Ski-Doo XP models. They utilize Walker Evans' Internal Needle Technology to give a true progressive rate valving. As the shock goes through its stroke, the needle within the shock progressively restricts the fluid and stiffens the ride, giving this shock true anti-bottoming characteristics. It allows it to be valved and sprung in such a way as to soak up the small bumps as well as those giant ones. The springs used on these shocks are special dual rate springs which assist the needle valving with its job. They have more droop than the stock shocks, which helps keep the ski in contact with the snow more for better control. The 14 position external compression adjustment makes it easy to fine tune to the conditions and rider preference. The resulting improvement in ride quality from these shocks is substantial. This is considered an SLP "Best Buy" for comfort, performance and handling. You won't forget the ride!



DESCRIPTION	PART#
2013-16 Polaris Pro-Ride	30-102
2008-10 Ski-Doo Summit XP	30-200

XO-IFP Exit Ski Shocks from Z-Broz Racing

Improve your ride by adding a pair of these XO-IFP Exit shocks. These shocks feature a monotube IFP (internal floating piston) design combined with dual rate springs to give you a great ride. Other features include a 1.5" diameter bore, high flow piston design, 5/8" shaft with 100C micro polished chrome shaft material, Teflon lined spherical bearings, high quality micro cellular bump stops and an anodized aluminum construction. These shocks are light-weight, yet rugged and dependable as well as being fully rebuildable. Sold per pair.



DESCRIPTION	PART#
2013-15 Arctic Cat ProClimb (M Chassis)	30-201
2016-18 Arctic Cat ProClimb (M Chassis)	30-204
2013-17 Ski-Doo XM	30-202
2015 Yamaha Viper M-TX	30-203
2016-17 Yamaha Viper M-TX	30-205

Dual Rate Front Shock Spring Kit and Single Rate Rear Shocks from Z-Broz Racing

This dual rate spring kit allows for a nice plush ride through the stutter bumps and small moguls while allowing you to hit the larger stuff fast and jump without bottoming. Front kits includes two main springs, two spring collar adaptors for the Walker Evans shocks, two spring dividers with built in crossover, and two tender springs.



DESCRIPTION	PART#
Front - 2011-12 Polaris Pro RMK with Walker Evans Shocks	30-300
Front - 2011-15 Polaris RMK Assault with Walker Evans Shocks	30-301
Front - 2013-15 Polaris Pro RMK	30-305
Front - Ski-Doo Freeride and MXZ with KYB 40mm stock shocks	30-302
*Rear - 2011-15 Polaris Pro RMK and Assault with Walker Evans Shocks for 160 to 229 lb. Rider Weight	30-303
*Rear - 2011-15 Polaris Pro RMK and Assault with Walker Evans Shocks for 230 lb.+ Rider Weight	30-304

***Rear springs are single rate and stiffer than stock.**

Skis

Brake

Chassis

Clutching

Controls

Engine

Exhaust

Fuel Systems

Gauges

Intake

Tools

Misc.

Index

TEAM Tied Driven Clutch and Helixes



The Tied clutch from Team Industries has revolutionized the snowmobile industry. Unlike all OEM snowmobile clutches, the moveable sheave of the Tied clutch opens axially to the stationary sheave without rotational movement. What this means is the Tied clutch does not skid the belt on one sheave as it opens. Eliminating the belt skid reduces belt and clutch temperatures as well as increases power transferred to the ground. Additionally, all torque is transmitted through the helix, making clutch tuning more precise and predictable.



Benefits Includes:

- Instant Back Shift
- Improved Upshift
- Cooler Running
- Increased Belt Life
- No Engine Reverse Clunk
- Unrivaled Torque Sensing
- Typically Pulls 14° Higher Helix Angle Than TSS-04
- Greater Efficiency Allows Lower Spring Rates
- Higher Top-End Speed

All of the listed helixes for the Tied Driven Clutch utilize a reverse cut.

**F Stands for Full Progressive

For springs see page 38.



	DESCRIPTION	PART#
CLUTCH ASSEMBLY	Arctic Cat 1" keyed <i>except</i> Diamond Drive and 2012-16 Models	50-200
	Arctic Cat 2012-15 ProCross/ProClimb Chassis (see section at the bottom of this page)	50-204
	Polaris 1" keyed	50-200
	Polaris Splined 2005-17 IQ, Pro Ride, Rush, & Axys <i>except</i> IQ Racer	50-201
	Ski-Doo Splined 2000-07	50-202
	Yamaha Splined <i>except</i> Nytro, Phazer & 2014-17 Viper	50-203
HELIXES	57 Straight / 59 Straight	50-225
	61 Straight / 63 Straight	50-210
	64-60F / 66-62F**	50-224
	62-54F / 64-56F**	50-232
	64-54F / 66-56F**	50-233
	66-60.36 / 66-62.33	50-212
	70-57.46 / 70-59.46	50-213
	71-55.46 / 71-57.46	50-226
	73-55.46 / 73-57.46	50-227
	73-57.46 / 73-59.46	50-214
	73-61.46 / 73-63.46	50-215
	75-57.46 / 75-59.46	50-218
	76-61.46 / 76-63.46	50-219
	77-57.46 / 77-59.46	50-220
	78-61.46 / 78-63.46	50-221
78-63.46 / 78-65.46	50-222	

Replacement tools and clutch parts available please inquire for more information.

TEAM Tied Driven Clutch and Helixes

for **2012-15 Arctic Cat ProCross/ProClimb**



The TEAM Tied Driven Secondary Clutch for the 2012-15 Arctic Cat with splined shaft takes its own unique helixes. Secondary springs are the same as used on other TEAM Clutches see page 38.

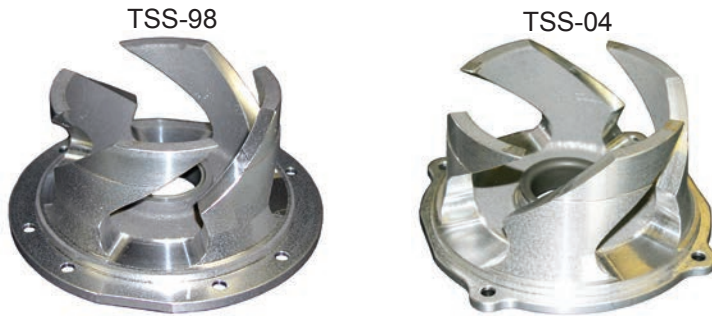


DESCRIPTION	PART#
TEAM Tied Clutch (only) for 2012-15 Arctic Cat	50-204
57S / 59S Helix	50-260
61S / 63S Helix	50-261

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
- Index

TEAM Helixes for Rapid Reaction™ TSS-98, TSS-04 Driven Clutches

These helixes are for TSS-98 and TSS-04 Rapid Reaction™ Secondary Clutches. Helixes designated with an S are straight angle and those with a .33, .36 or .46 are multi-angle with the first angle being 0.330, 0.360 or 0.460 long.



DESCRIPTION	TSS-98 PART#
58-38ER.46 / 58-40ER.46	50-30
58-42ER.46 / 58-44ER.46	50-31
60-38ER.46 / 60-40ER.46	50-45
62-42ER.46 / 62-44ER.46	50-72
66-40ER.46 / 66-44ER.46	50-54
66-42ER.46 / 66-44ER.46	50-102
66-44ER.46 / 66-46ER.46	50-103
66-44-42ER / 70-46-42ER	50-73

DESCRIPTION	TSS-04 PART#
44S ER / 42S ER	50-76
48S ER / 50S ER	50-124
54-38ER.46 / 54-40ER.46	50-107
56-36F ER / 56-38F ER	50-133
56-38ER.36 / 56-40ER.36	50-119
56-40ER.36 / 56-42ER.36	50-120
58-38ER.36 / 58-40ER.36	50-121
58-38ER.46 / 58-40ER.46	50-80
58-42ER.46 / 58-44ER.46	50-83
58-42ER.36 / 62-42ER.46	50-84
60-38ER.36 / 60-40ER.36	50-122
60-38ER.46 / 60-40ER.46	50-85
60-42ER.36 / 60-44ER.36	50-123
62-42ER.46 / 62-44ER.46	50-86
66-42ER.46 / 66-44ER.46	50-110
66-44ER.46 / 66-46ER.46	50-111
66-44-42ER / 70-46-42ER	50-89
70-42ER.46 / 70-44ER.46	50-90
70-44ER.46 / 70-46ER.46	50-91

TEAM Driven Secondary Springs

for TSS-98, TSS-04 and Tied Clutches

Secondary springs control shift rate. These springs allow you to fine tune your secondary clutch with TEAM springs manufactured to the most precise specifications.

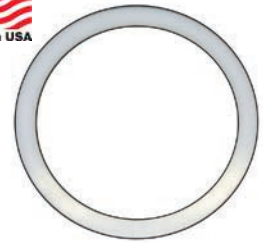


DESCRIPTION	PART#
Spring, 100 - 150, Red / Yellow	50-40
Spring, 140 - 200, Red / Dark Blue	50-4
Spring, 140 - 220, Black / Green	50-47
Spring, 140 - 240, Red / Black	50-6
Spring, 140 - 260, Red / Pink	50-41
Spring, 140 - 300, Black / White / Red	50-131
Spring, 200 - 325, Black / White / Blue	50-132
Spring, 155 - 222, Black / Red	50-42
Spring, 160 - 240, Black / Purple	50-55
Spring, 160 - 260, Black / White	50-44
Spring, 160 - 280, Black / Silver	50-112*
Spring, 175 - 240, Gold / Black	50-141
Spring, 180 - 260, Black / Yellow	50-59*
Spring, 180 - 280, Black / Orange	50-114*
Spring, 180 - 300, Black / Lime Green	50-115*

*Does not fit TSS-98 Clutch

TEAM Delrin Washer

This simple washer provides a super slick surface to help eliminate spring binding as the clutch goes through its range of motion. Eliminating this binding maximizes the consistency of the Rapid Reaction™ Clutch. One shim is recommended per clutch assembly. Sold per each.



DESCRIPTION	PART#
TEAM TSS-98, TSS-04 and Tied Clutches	50-57
Arctic Cat 2016-18 BOSS Driven Clutch	50-142



SLP Helix/Spring Shim

for **TEAM Industries Rapid Reaction™ Driven Clutch**

This SLP Helix/Spring Shim was designed to be an inexpensive tuning aid. It is placed below the snap ring (above the spider) of the clutch and spaces the spider down 0.070". This increases the spring pre-load and rate by 8 to 10 pounds and shortens the length of the initial (steeper) angle on multi-angle helixes (ie: 58/38.46 with a shim becomes a 58/38.39). This improves backshift characteristics which can be very beneficial when using long, aggressive tracks in steep and deep conditions at elevation. Sold per each.



DESCRIPTION	PART#
TSS-98 TEAM Clutch	50-43
TSS-04 TEAM Clutch	50-99

SLP High Performance Driven Clutch Spring

for **Arctic Cat except ACT Diamond Drive or 2012 and newer**

This high performance spring from SLP was designed to fill a gap in springs available for Arctic Cats. Its compression rate is right between the Arctic Cat Red/White and Yellow.

DESCRIPTION	SPRING RATE @ 1 7/16"	WIRE DIAMETER	PART#
Purple	111 lbs.	.200"	40-78



High Performance Driven Springs

for **2016-18 Arctic Cat Models With Boss Secondary**

This spring is a higher pre-load and rate than stock providing better backshift and less sensitivity to changes in elevation and snow conditions. Inquire for a recommendation specific to your combination, riding style and elevation. Sold per each.

SPRING RATE	PART#
200/280	50-138

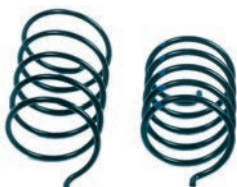


SLP High Performance Driven Clutch Spring

for **Polaris with Button Secondary Clutch**



SLP offers a winning combination for optimum performance from your driven clutch. Contact us for our recommendations for specific models.



DESCRIPTION	SPRING RATE	WIRE DIAMETER	PART#
Black/Gold	22/44	0.187	40-43
Black/Orange	56/90	0.192	40-79

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
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Logical High Performance Drive Clutch Spring



for **Arctic Cat** and **Polaris Clutches**

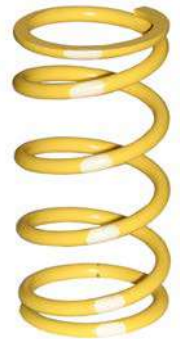
SLP's line of drive springs allows you to choose a spring that not only gives you the engagement that you desire, but also delivers proper peak RPM. Manufactured using only the highest quality Chrome-Silicon wire that has been shot peened to make a very durable spring that is resistant to sag and breakage.

COLOR	ARCTIC CAT		POLARIS		PART#
	COMPRESSION RATE - POUNDS		COMPRESSION RATE - POUNDS		
	@ 2 9/16"	@ 1 5/16"	@ 2.50"	@ 1.25"	
Black/Silver	110	290	120	300	40-66
Black/Yellow	110	300	120	310	40-67
Black/Red	110	310	120	320	40-68
Black/Pink	110	330	120	340	40-75
Blue/Silver	130	290	140	300	40-69
Blue/Yellow	130	300	140	310	40-70
Blue/Red	130	310	140	320	40-71
Blue/Pink	130	330	140	340	40-76
Green/Silver	150	290	160	300	40-72
Green/Yellow	150	300	160	310	40-73
Green/Pink	150	330	160	340	40-77
Orange/Silver	160	290	170	300	40-74



High Performance Drive Clutch Spring for **Ski-Doo**

These springs are made of the highest quality materials and are recommended with many SLP performance modifications.



COLOR	COMPRESSION RATE - POUNDS		PART#
	@ 74MM	@ 42 MM	
Yellow/Purple	160	260	40-300
Yellow/Green	160	290	40-301
Yellow/Almond	160	320	40-302
Yellow/Purple with White Stripe	160	380	40-303

Quick Clickers™ for **Ski-Doo TRA Drive Clutch**

Adjust the clicker position on your TRA Clutch quickly and easily with the use of the patent pending Quick Clicker™ adjustment system. Select the clicker position desired in a matter of seconds by simply pushing in the Quick Clicker™ and turning it to the desired location. This unique spring loaded device greatly reduces the time and energy required to change clicker position. You will always be able to easily run at the proper RPM with changes in snow conditions, elevation and temperature.



PART#
40-119

415 High Performance Ramps

for **Ski-Doo TRA3 / TRA 5**

These ramps are precision machined from billet steel. The shift angles are very similar to Ski-Doo 415 ramps. They are lighter than the stock ramps and are matched in weight for balance. These ramps are recommended with most of our pipe kits for the Ski-Doo 800 H.O. and XP/XM models. Sold per set of 3.



DESCRIPTION	PART#
415 Ramps	40-201

Adjustable Weight Pins for *Ski-Doo TRA*



These adjustable weight pins are hollow threaded pins that allow you to use a combination of set screws seated down the center of the pin to vary the weight of the pin. This effectively allows you to change the weight of your pins, resulting in a change of running RPM. Adding more weight results in lower rpm, less weight will result in higher RPM. For all Ski-Doo snowmobiles with TRA 2, TRA 3 or TRA 5 Primary Clutches. Sold per set.



DESCRIPTION	PART#
10.5 to 15.1 grams	40-120
13.8 to 19.6 grams	40-121
13.8 to 23.2 grams	40-126



SLP Magnum Force™ Clutch Weight for *Arctic Cat* and *Polaris*



The Magnum Force™ weight is the latest clutching technology, improving the clamping efficiency of the weight, (especially at low to mid speed ranges). It utilizes external adjustability by means of a gun drilled and threaded center core, where mass can be added or subtracted without removing the weight from the clutch.

This new weight works through its unique mass distribution profile, combining maximum shift force on the low end with excellent top end performance. Its striking profile utilizes our most efficient heavy heel design yet, with instant response and increased acceleration that are sure to satisfy any performance-hungry rider. One weight does it all, aggressive shift profile with ease of tuning.



The Arctic Cat Magnum Force™ weights utilize a poly bushing with side thrust surface area to further eliminate friction and wear on the clutch.

DESCRIPTION	PART#
Arctic Cat	
Magnum Force™ 2016-18 models with Rapid Response Clutch	40-152
Polaris	
Magnum Force™ (60.7g to 68.4g)	40-150
Magnum Force™ Heavy (65g to 72.8g)	40-151

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
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SLP MTX™ Clutch Weight

for **Arctic Cat** and **Polaris**

SLP's MTX™ Clutch Weights were designed specifically to harness the horsepower of the new high torque engines. Their unique heavy heel design and special weight profile provide substantially greater shift force, which delivers much improved acceleration and top-end speed. This unique design allows the clutch to back shift very responsively. Adjustable by adding weight via rivets (up to 6 grams per weight), this weight offers precise tuning ability for your specific combination.



To order, add 4 grams to the amount of weight that you are currently using to choose the correct SLP MTX™ Weight (ie: If you are currently using a 64 gram OEM weight, you should use a 68 gram MTX™ Weight). SLP technicians can also make a recommendation that will work well for you. **Weights sold per set of three including 6 - 1 gram, 6 - 2 gram and 6 - 3 gram rivets.**

WEIGHT	Clutch Style			
	ARCTIC CAT 9 TOWER CLUTCH	ARCTIC CAT 6 TOWER SET SCREW STYLE WEIGHT	ARCTIC CAT RAPID RESPONSE CLUTCH	POLARIS
62 gram	40-81	--	40-202	40-81
65 gram	40-82	40-94	40-203	40-82
68 gram	40-83	40-95	40-204	40-83
71 gram	40-84	40-96	40-205	40-84
74 gram	40-87	40-97	40-206	40-87
77 gram	40-98	40-118	40-207	40-98

For easy rivet installation and removal use the MTX™ Rivet Set/Removal Tool (Part #20-155), see page 109.

Replacement Tuning Rivets, Package of 6

MATERIAL	WEIGHT	PART#
Aluminum	1 gram	40-90
Steel	2 gram	40-91
Steel	3 gram	40-92

Rivets are precision machined to achieve specific weight tolerances.

1 gram



#40-90
Solid Aluminum

2 gram



#40-91
Hollow Steel

3 gram



#40-92
Solid Steel



Belt Removal and Deflection Adjuster

for **2007-15 Arctic Cat**

Easily adjust your belt deflection to proper specifications for maximum performance and belt life with this trick tool from SLP. It also incorporates a means for easy belt removal and installation.



DESCRIPTION	PART#
2007-15 Diamond Drive Models	40-127
2012-15 F, XF, M and 2014-15 ZR	40-132

Rock Performance Rollers for Arctic Cat Diamond Drive



These ROCK Performance Rollers by Black Diamond are made from a special hard compound composite that reduces friction and wear. When the stock nylon rollers are exposed to the extreme heat and pressure experienced when riding, especially in heavy load conditions, they become soft and skid instead of rolling. The hard compound composite of these Rock Performance Rollers is able to withstand twice the heat, allowing them to roll freely and efficiently even in the most extreme conditions. Sold per set of six.

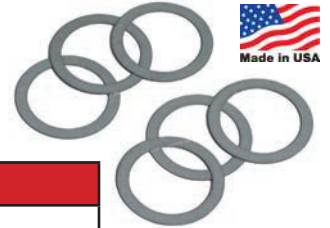


Recommended for stock machines, mandatory for studded and deep lug track models!

PART#
40-109

Spider Shims for Arctic Cat Drive Clutches

Drive clutch belt-to-sheave clearance is extremely important. It should be set at a maximum of .020" with a new belt. Too much belt-to-sheave clearance will cause poor clutch performance. These shims allow you to adjust your belt-to-sheave clearance for optimum clutch performance. They are cut to precise I.D. and O.D. dimensions to ensure proper fit in 2007-15 Arctic Cat Clutches.



DESCRIPTION	PART#
.020" Drive Clutch Shim (per each)	40-122
.020" Drive Clutch Shim Kit (set of 6)	40-124
.030" Drive Clutch Shim (per each)	40-123
.030" Drive Clutch Shim Kit (set of 6)	40-125

Spider Shim Kits for Polaris Drive Clutches

Drive clutch belt-to-sheave clearance is extremely important. It should be set at a maximum of .020" with a new belt. Too much belt-to-sheave clearance will cause poor clutch performance. This shim kit allows you to adjust your belt-to-sheave clearance for optimum clutch performance. Kit includes 3 - .020" shims and 2 - .030" shims.



DESCRIPTION	PART#
Drive Clutch Spider Shim Kit	40-107

Primary Clutch Rebuild Parts for Arctic Cat



Proper clutch maintenance is mandatory to keep your sled running at its peak. An engine can have all the horsepower in the world, but if the clutches are in poor condition they will not be able to efficiently transfer this horsepower to the ground.



#40-138



#40-139



#40-140



#40-141

For clutch service tools see our tool section on pages 106-111.

DESCRIPTION	PART#
Primary Clutch Cap Bushing, each	40-138*
Moveable Sheave Bushing, 30mm and 33mm crankshaft models (700, 800 and 900 twin two-stroke models and 2014-15 6000), each	40-139*
Moveable Sheave Bushing, 35mm crankshaft models (1000 twin two-stroke models), each	40-140*
Roller and Pin Kit for Arctic Cat 6 and 9 Tower Clutches	40-141*

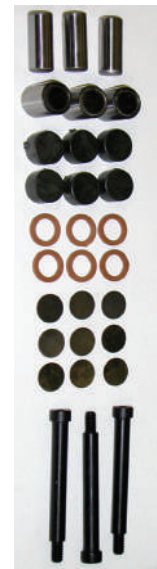
*Does not fit 2016-18 models with Rapid Response Primary.

- Skis
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- Chassis
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- Fuel Systems
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Clutch Rebuild Parts for *Polaris*

Proper clutch maintenance is mandatory to keep your sled running at its peak. An engine can have all the horsepower in the world, but if the clutches are in poor condition they will not be able to efficiently transfer this horsepower to the ground.

DESCRIPTION	PART#
Cap Bushing, P85/P90 Drive Clutch, 12mm length, each	40-100
Cap Bushing, Drive Clutch, 22mm length, each	40-101
Moveable Sheave Bushing, P85/P90 Drive Clutch, All Models, each	40-102
Moveable Sheave Bushing Retainer, P85/P90 Drive Clutch, All Models, each	40-103
Spider Rebuild Kit, 9mm width roller, 25mm length pin, 6.2mm thick button	40-104*
Spider Rebuild Kit, 14mm width roller, 25mm length pin, 6.2mm thick button	40-105*
Spider Rebuild Kit, 14mm width roller, 28mm length pin, 4.6mm thick button	40-106*
Large Helix Bushing, Driven Clutch, ALL except 2001 Roller, TEAM and P2 Clutches	40-108
Wide Roller Kit with Washers found on many 1994 and newer Polaris Models. Measure roller width prior to ordering. Kit Contains: 3 ea. 14mm Wide Rollers and 6 ea. Roller Side Washers	40-133



#40-105 Pictured



*Spider kits contain rollers, roller pins, buttons, button shims, and weight pins

**For specialty tools see our tool section on pages 106-111.

We recommend measuring your current parts prior to ordering replacement parts.

Cam Arm Bushings

Replaces worn Arctic Cat, Polaris, Lightning or MTX™ Clutch Weight Bushings to maintain best performance. Reduce weight and roller wear due to worn bushings.



DESCRIPTION	PART#
Replacement Bushings, Each	40-28
Replacement Bushings, 3 pack	40-200
Weight Bushing Tool	20-216



#20-216 and #40-200 Pictured

Multi-Angle Helixes for 2007-15 Arctic Cat with Diamond Drive™

These helixes incorporate a multi-angle design to transfer the most horsepower to the ground while still providing great backshift. The initial angle is aggressive to get your sled out of the hole or up on the snow quickly. The finish angle ensures optimum backshift for running in a variety of elevations and snow conditions. **Compatible with electronic reverse and non reverse models.**



These helixes incorporate a multi-angle design to transfer the most horsepower to the ground while still providing great backshift. The initial angle is aggressive to get your sled out of the hole or up on the snow quickly. The finish angle ensures optimum backshift for running in a variety of elevations and snow conditions. **Compatible with electronic reverse and non reverse models.**

SIZE	PART#	SIZE	PART#
40/36	52-40/36	42/36	52-42/38
42/36	52-42/36	44/38	52-44/38
44/36	52-44/36	46/38	52-46/38
46/36	52-46/36		



Helixes for 2016-18 Arctic Cat with BOSS Secondary

These helixes are less aggressive than stock for improved backshift and less RPM loss at elevation.



DESCRIPTION	PART#
44 Degree Helix	52-103
46 Degree Helix	52-102



Replacement Clutch for 2010-15 Arctic Cat Drive Clutches



This kit replaces worn stock sheaves and bushings on 2006-15 model Diamond Drive™ stock clutches. Sold as a pair of bare sheaves only with bushings; use your existing helix, spring, rollers and helix fasteners or purchase separately (page 44).



DESCRIPTION	PART#
2010-15 Diamond Drive Models (10.4 diameter)	52-101
Helix Screws, 9 Pack	40-136

NOTE: Part #52-101 can be used on 2006-09 models, but will require the use of 2010-15 belt (which is longer and may require slight clutch cover modification to keep it from contacting).



Replacement Rollers

for 2016-18 Arctic Cat with BOSS Secondary

These new high performance rollers provide increased roller life. Manufactured from Turlon®, these rollers are extremely tough by design. Sold per each.

PART#
50-139



POWER SHIFT Helixes™ for Polaris Button Style Clutches



The SLP Billet Helix with “Slick Shift” Hard Shell Anodizing has remarkable up and downshift, smooth operation, and is extremely durable. **Super Tough! Super Slippery! Super Backshift! Use #40-9 Super Slippery™ Buttons for an awesome combination!**

PROGRESSIVE AND MULTI PROGRESSIVE HELIXES

SIZE	PART#	SIZE	PART#	SIZE	PART#	SIZE	PART#
40/32	40-40/32	38/34	40-38/34	40/36	40-40/36	48/42/34	40-48/42/34
44/32	40-44/32	42/34	40-42/34	50/36	40-50/36	50/42/34	40-50/42/34
50/32	40-50/32	50/34	40-50/34				
		52/34	40-52/34				



MOUNTAIN HELIXES are designed for hill climbing and deep snow riding with the maximum acceleration and backshift possible. They use a multi-angle design to get the most from your engine. The initial angle is aggressive for maximum upshift in order to get the sled on top of the snow quickly. The finish angle ensures optimum backshift for running in a variety of elevations and snow conditions. The transition between these two angles is a generous radius providing smooth, seamless shift characteristics. The initial angle length is adjustable by adding or subtracting shims (2 shims included).

SIZE	PART#
44/32	44-44/32

SIZE	PART#
46/36	44-46/36
50/36	44-50/36

For best performance use in conjunction with SLP Helix Springs. Inquire for the best spring for you.

Super Slippery™ Helix Ramp Buttons

for Polaris

These helix ramp buttons are super slippery and last longer than stock, increasing upshift and backshift efficiency for more consistent and proper clutch function.



DESCRIPTION	PART#
Per Each	40-9
Per Package of 3	40-128



- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
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POWER SHIFT Clutch Kits™



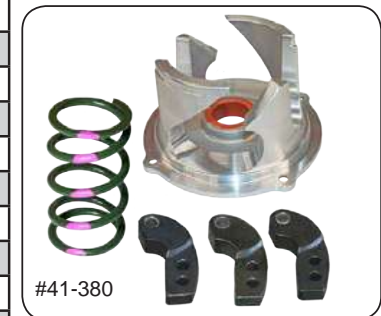
Get your horsepower to the ground with SLP Power Shift Clutch Kits™! Countless hours of field testing go into each kit to ensure maximum horsepower transfer efficiency. Each kit contains the required components which may include: weights, springs, buttons, and helix to make your sled perform at its peak.

SLP Clutch Kits include only the parts you need for maximum performance. In some cases OEM parts are retained if they are the best choice. If your sled is used in extreme conditions, modified other than as specified, rider weight exceeds 220 lbs., or with a heavily studded track, a custom combination may apply. SLP technical service representatives can provide advice for these special applications.

ARCTIC CAT MODELS	CONFIGURATION	ALTITUDE			
		0-3000'	3-6000'	6-9000'	9-12,000'
M8, 2007-09	SLP Single Pipe	41-326	41-327	41-327	41-327
M8, 2010-11	Stock or SLP Silencer	--	--	41-322	--
	SLP Single Pipe	41-331	41-332	41-332	41-333
M8, 20012-15 (Stock Driven Clutch)	Stock or SLP Silencer	--	--	41-342	--
	SLP Single Pipe	41-343	41-344	41-344	41-345
M8, 2012-15 (Tied Driven Clutch)*	SLP Single Pipe	41-353	41-354	41-355	41-355
XF8, 2012-15 (Stock Driven Clutch)	SLP Single Pipe	41-346	41-347	41-347	41-348
XF8, 2012-15 (Tied Driven Clutch)*	SLP Single Pipe	41-356	41-357	41-358	41-359
M8000, HCR, 2016-17	Stock or SLP Silencer	--	41-389	41-390	41-391
	SLP Single Pipe	--	41-379	41-380	41-381
	SLP Stage 3	41-392	41-393	41-394	41-395
M8000, 2018	Stock or SLP Silencer	--	41-396	41-397	41-398
	SLP Single Pipe	--	41-399	41-400	41-401
M1000, 2007 (with 4 weight clutch)	SLP Single Pipe	--	41-328	41-328	41-328
M1000, 2008-09 (with 3 weight clutch)	SLP Single Pipe	--	41-329	41-330	41-330

*Team Tied Secondary Included in the kit.

POLARIS MODELS	CONFIGURATION	ALTITUDE				
		0-3000'	3-6000'	6-9000'	9-12,000'	
1997-2005 MODELS	700 Twin, VES, 2002-03	SLP Single Pipe	41-200	--	--	--
	700 Twin, 2003 Pro X, 2004 XC/Pro X	SLP Single Pipe	41-240	41-241	41-242	41-243
	700 Twin, 2004-05 RMK & Switchback	SLP Single Pipe	41-275	41-276	41-277	41-278
	800 Twin, 2000-01 RMK	SLP Single Pipe	41-166	41-167	41-168	41-169
	800 Twin, 2002-03 RMK VES	SLP Single Pipes	--	41-209	41-210	41-211
	800 Twin, 2002-03 XC <i>except</i> Pro-X	SLP Single Pipe	--	41-246	41-248	41-250
	800 Twin, 2003 Pro-X, 2004 XC/Pro-X	SLP Single Pipe	--	41-254	41-256	41-256
	800 Twin, 2004-05 ALL	SLP Single Pipe	41-260	41-262	41-262	41-262



POWER SHIFT Clutch Kits™

POLARIS MODELS	CONFIGURATION	ALTITUDE						
		0-3000'	3-6000'	6-8000'	8-10,000'	10-12,000'		
2005-2018 Models	600 HO 2006 Fusion, 2007 IQ Carb	SLP Single Pipe	41-285	41-286	41-287	41-287	--	
	600 HO 06-07 RMK/Switchback Carb	SLP Single Pipe	41-289	41-290	41-291	41-291	--	
	600 HO 2007-12 IQ Cleanfire 4	SLP Single Pipe	41-305	41-306	41-307	41-307	--	
	600 HO 2009 IQ Cleanfire 2	SLP Single Pipe	41-317	41-318	41-319	41-319	--	
	600 Rush/Switchback/Indy 2010-14	SLP Single Pipe	41-349	41-350	41-350	41-350	--	
	600 RMK 2012-16 <i>except</i> Axys	SLP Single Pipe	41-351	41-352	41-352	41-352	--	
	700 HO 2007-10 Cleanfire	SLP Single Pipe	41-293	41-294	41-295	41-295	--	
	800 HO Twin 2008-10 Cleanfire	Stock/SLP Silencer	--	--	41-323	41-323	--	
		SLP Single Pipe	41-309	41-310	41-311	41-311	--	
	800 HO Twin 2011-14 Rush	SLP Single Pipe	41-334	41-335	41-335	41-335	--	
		SLP Twin Pipes	--	--	41-315	41-315	--	
	800 CFI-2 Twin 2011-16 RMK, Assault <i>except</i> Axys	Stock/Stage 1	--	--	41-338	41-339	--	
		SLP Single Pipe	41-336	41-337	41-337	41-337	--	
	800 Axys 2015-18 Rush/Switchback	Stock /Stage 1	41-363	41-364	41-365	--	--	
		Stage 1.5, 2, 3	41-366	41-367	41-368	--	--	
		Stage 4	41-382	41-383	41-384	--	--	
	800 Axys 2016-18 RMK/SKS/ RMK Assault	Stock /Stage 1	41-369	41-370	41-371	41-377	41-372	
		Stage 1.5, 2, 3	41-373	41-374	41-375	41-378	41-376	
Stage 4		41-385	41-386	41-386	41-387	41-388		
900 Twin, 2005 Fusion	SLP Single Pipe	41-268	41-269	41-279	41-280	--		
900 Twin, 2005 RMK/Switchback	SLP Single Pipe	41-297	41-298	41-299	41-300	--		
900 Twin, 2006 Fusion	SLP Single Pipe	41-281	41-282	41-283	41-284	--		
900 Twin, 2006 RMK/Switchback	SLP Single Pipe	41-301	41-302	41-303	41-304	--		



SKI-DOO MODELS	CONFIGURATION	ALTITUDE					
		0-3000'	3-6000'	6-8000'	8-10,000'	10-12,000'	
800 E-TEC 2013-17 MXZ/Renegade	SLP Single Pipe	41-402	41-403	41-403	--	--	
	Stage 3	41-404	41-405	41-405	41-405	41-405	
800 E-TEC 2013-17 Summit - 154", 163" and 174" Tracks	SLP Single Pipe	41-406	41-407	41-407	41-407	41-407	
	Stage 3	41-408	41-409	41-409	41-409	41-409	
850 E-TEC 2017-18 Summit	Stock/Silencer	41-410	41-411	41-412	41-413	41-414	
	SLP Single Pipe	41-415	41-416	41-417	41-418	41-419	



SLP Control Hooks

SLP's Control Hooks attach to the end of the handlebar and are ergonomically designed to provide the operator more comfort and control. These hooks provide proper distance between the end of the hook and throttle or brake controls to make the turn down hook functional while using the controls. They also use SLP's Custom Cushion or Micro Tack™ Grips to provide a superior gripping surface on the bar and hook with no uncomfortable seam. Kit sold per each: One SLP Control Hook complete with anchor and one SLP Custom Cushion or Micro Tack Grip.



DESCRIPTION	GRIP STYLE	ANCHOR O.D.	PART#	
All models with OEM Steel Bars	Custom Cushion	11/16"	32-430	
Polaris models with Pro Taper Bars	Custom Cushion	0.526"	32-434	
All models with OEM Steel Bars	Micro Tack™	11/16"	32-440	
Polaris models with Pro Taper Bars	Micro Tack™	0.526"	32-441	

SLP Micro Tack™ Grips

These grips have a unique micro pyramid design that makes up the gripping surface to create an ultra tacky grip with a great feel. Their thin wall design allows better grip with a gloved hand as well as letting the handwarmers radiate through the grip better. Made from a soft yet durable rubber compound, this grip delivers a good balance between comfort, grip, and durability. They are compatible with SLP Control Hooks, Arctic Cat handlebars with pre-bent hooks as well as many other aftermarket short hooks (or bar turn downs) that are designed for the grips to go over the top of the hook. Measuring 7 inches in length, they can be trimmed for custom applications. Sold per pair.



PART#

32-439

SLP Custom Cushion Grips

SLP Custom Cushion Grips are specially formulated for snowmobile use. Made of a special PVC vinyl closed cell foam for maximum durability and vibration absorption. Their vibration absorption characteristics provide a more comfortable ride with less arm pump and fatigue. They provide a secure gripping surface wet or dry, cold or hot. This special formulated closed cell foam is non absorbent; thus, dirt and oils transferred onto the surface from one's hand or glove can easily be washed away. Available in black only, sold per pair.



PART#

32-431

Handlebar Riser Blocks™

These riser block kits allow you to increase the height of your bars to match your riding style for improved handling, control and comfort. Most snowmobiles will accept a 2" riser block without modifications to cables or wiring. If using an application where cable extension is necessary, see Throttle Cable Extensions page 49 and Brake Lines on page 13.



HEIGHT	ARCTIC CAT UP TO 1999	ARCTIC CAT 2000 & NEWER <i>EXCEPT T-TOP</i>	POLARIS <i>EXCEPT T-TOP</i>	SKI-DOO <i>EXCEPT</i> 2003 & NEWER	YAMAHA	
2"	32-491	32-495	32-491	32-499	--	
3"	32-492	32-496	32-492	--	--	
4"	32-493	--	32-493	--	--	

Pivot Riser Blocks™

for **Polaris models with ProTaper Bars**

Raising your ProTaper bars on a Polaris sled used to be a challenge – until now. This kit includes a 2" riser block and replacement bolts which will work with the one piece top clamp. 2" is as high as you can raise your bars without having to modify your cables.



HEIGHT	PART#
2"	32-637

Pivot Riser Blocks™ for Polaris models with T-Top

These riser blocks fit Polaris IQ and RMK models with T-Top columns and 3 inch wide stock riser blocks.

HEIGHT	PART#
8.5"	32-548



Pivot Riser Blocks™

for **2008-13 Yamaha Nytro RTX**

These riser blocks provide an extra 2 inches of rise over the stock risers. No cable modifications are necessary.



HEIGHT	PART#
4"	32-549



Throttle Cable Extension Kit

This well engineered system allows you to run wider or taller handlebars for a more comfortable riding position. Complete with an inline adjuster for proper cable tension. There are no modifications of cable or housing required. Does not fit Yamaha 2 Stroke models. For Arctic Cat 2007-15 Arctic Cat and Yamaha 2 Stroke models see Extended Length Throttle Cables below.



DESCRIPTION	LENGTH	PART#
2 Stroke models <i>except</i> 2007-15 Arctic Cat, and Yamaha 2 Stroke models	10"	32-184
Yamaha 4 Stroke models <i>except</i> Viper	10"	32-184

Extended Length Throttle Cables

These throttle cables provide an additional 8" over the stock cable to allow you to run wider or taller handlebars.



DESCRIPTION	PART#
2007-15 Arctic Cat <i>except</i> 2007-15 4 Stroke	32-270
2 Stroke Yamaha	32-272*



*Yamaha extension contains two cables (one for throttle and one for oil injection)

Note - 32-272 Fits: Yamaha Mountain Max 600 2000-02, Mountain Max 700 1997-2003, Mountain Max 800 1997, SRX 600 1998-1999, SRX 700 1998-2002, SX 600 2002-03, SX 700 2000-01, SX Venum 600 2004-06, V-Max 600 2001-03, V-Max 700 1998-2002, V-Max 800 1996-97, Venture 600 1999-2006, Venture 700 1999-2004, Viper 700 2002-06, VX 700 2001.

Switch Guards for 2007-18 Arctic Cat & 2014-18 Yamaha Viper

Have you ever been annoyed when you accidentally bump your hand warmer, thumb warmer, or kill switch? These switch guards are easy to install and keep your switches where you want them. They still allow easy access to the switches, but greatly reduce the chance of them being accidentally moved. Great for active riding styles.

DESCRIPTION	PART#
Black	32-436
Grey	32-437



SLP Performance Edition Packages

These packages are some of the most sought after performance modifications on the market today. The secret to their success is two fold. First, develop an entire package that provides the maximum performance available on 91 octane fuel. Second, develop the tuning recommendations at all elevations. This results in a package where all the parts are designed and tuned to work together, resulting in the maximum broad range performance available on pump fuel.

SLP Stage Tuning Kits

In addition to our Performance Edition Packages, we also offer Stage Tuning Kits for the most popular performance models. These kits combine performance products together to suit the performance level you are looking to achieve on any budget. One part number for the elevation and stage you want makes ordering simple and hassle free.



Stage 1: for 2010-11 Arctic Cat M8, HCR and Crossfire 800

This package features an SLP Lightweight Silencer that **reduces weight by 13 1/2 lbs** and features ERA 2007 Silencing Technology. For optimum airflow and performance it also includes a High Flow™ Intake Kit. At elevations above 6000', this package also comes with clutching for much smoother shifting and excellent performance.



#54-105 Pictured

DESCRIPTION	ELEVATION	PART#
Stage 1, 2010-11 M8 and Crossfire 8 (Does not include clutching)	ALL	54-104
Stage 1, 2010-11 M8 (Includes clutching)	6000'+	54-105

Not compatible with SLP Single Pipe.

Stage 2: for 2010-11 Arctic Cat M8 & HCR

This stage combines an SLP Single Pipe Set, High Flow™ Intake Kit, Power Commander V, and an SLP Power Shift Clutch Kit™ for great performance, lighter weight, and maximum horsepower transfer to the ground. Experience an **additional 8.9 horsepower, 18.5 lbs lighter weight** and super throttle response. For even greater throttle response with a little more top-end power add a set of V-Force 3 Reeds, see page 97.

ELEVATION	PART#
0-3000'	54-106
3000-8000'	54-107
8000'+	54-108



Similar kit available for the Crossfire, please inquire.



Stage 3: Performance Package



for **2010-11 Arctic Cat M8 and HCR**

Speechless....that's what you will be when you see just how well this kit works. The improvement in throttle response is nothing short of amazing, with horsepower gains throughout the entire midrange, **as much as 12 horsepower**. On top-end, this kit absolutely runs away from a piped 2010 M8, in fact, it's not even a race. From the time you crack the throttle, you will feel and see this tremendous gain in performance. Light, Nimble, and **POWERFUL**; this is one of the most fun combinations you will ever ride. **Reduces weight by 18.5 lbs.** Compatible with 91 octane fuel.

Available for ALL elevations.

Cylinders, head, and exhaust valve guillotines must be sent to SLP for modification. Also, the pipe we are using is specially built for this combination. V-Force 3 Reeds are optional and can be added for an additional small increase in throttle response and top-end horsepower (see pg 97).



Similar kit available for the Crossfire, please inquire.

PERFORMANCE EDITION PACKAGE REQUIREMENTS
Single Pipe Set, (Part #09-893)
Performance Edition Porting (Labor operation #15-8023) Requires cylinders, exhaust valve guillotines and head for modification
High Flow™ Intake Kit (Part# 14-305, see page 92)
Spark Plug Washers, (4 @ 1.60 each), (Part #12-401)
Clutch Kit, components and price dependent on sled and elevation, please inquire
Power Commander V (#70-128, see page 87)

Stage 1: for **2012-17 Arctic Cat F8, M8, M8000, XF 800, XF 8000, ZR 8000 and HCR**



This Stage 1 package features our lightweight silencer which **sheds 14.8 pounds** off the front end of your Cat by utilizing SLP Era 2014 Silencing Technology. It is ceramic coated to reduce radiant heat and looks great. To improve throttle response, top-end power, and consistency, we added the SLP High Flow™ Intake Kit. At elevations from 6-8000' for the M8, this kit also includes clutching for smoother shifting and excellent performance.



#54-287 Pictured

DESCRIPTION	ELEVATION	PART#
2012-17 F8, M8, XF800, ZR 8000 & HCR (Does not include clutching)	ALL	54-286
2012-15 M8 & HCR (Includes clutching)	3-6000'	54-287
2012-15 M8 & HCR (Includes clutching)	6-8000'	54-287
2012-15 M8 & HCR (Includes clutching)	8000' +	54-287

Not compatible with SLP Single Pipe.

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
- Index

Stage 2:

for **2012-17 Arctic Cat F8, M8, M8000, XF800, XF 8000, ZR8000 & HCR**

The Stage 2 kit combines our Single Pipe kit, High Flow™ Intake Kit, Power Commander V with custom tuned map, and the appropriate clutching for your elevation. This gives a **8.5 horsepower increase** and **weight savings of an amazing 20.8 pounds!** On the snow, the first thing you will notice is how much lighter and more nimble the sled feels. Then point it up a hill or across a lake and whoa.....you're going to realize just how far your sled has transformed from stock. Better throttle response, more power, lighter weight with more consistency...that's what we like in our sleds and this kit delivers it well.



ELEVATION	F8, XF 800, XF 8000 & ZR 8000	M8, M8000 & HCR	
2012-15	0-3000'	54-280	54-283
	3-6000'	54-281	54-284
	6-8000'	54-281	54-284
	8-10,000'	54-282	54-285
	10-12,000'	--	54-285
2016	0-4000'	54-289	54-293
	4-6000'	54-290	54-294
	6-8000'	54-291	54-295
	8-10,000'	54-292	54-296
	10-12,000'	--	54-297
2017	0-4000'	54-298	54-327
	4-6000'	54-299	54-328
	6-8000'	54-325	54-329
	8-10,000'	54-326	54-330
	10-12,000'	--	54-331

NOTE: The Power Commander in this stage kit has two maps in it. One map for ethanol fuel and one for non ethanol fuel. A Map Switch (#70-153) can be purchased to allow you to toggle between maps based on the fuel being used.



Stage 3: Performance Edition Package

for **2012-17 Arctic Cat F8, M8, M8000, XF800, XF8000, ZR8000 & HCR**

If horsepower is your desire, this is the kit for you. It delivers an **additional 14.6 horsepower, 5.7 ft/lbs of torque**, and **reduces weight by 20.8 pounds**. The real proof is just how well it performs in the field. From the second you touch the throttle, this engine snaps right to attention. It pulls extremely hard throughout the midrange and legs out incredibly well on top-end, leaving most other naturally aspirated sleds of this caliber as well as many pump gas turbos GREEN with ENVY. **Cylinders, head, and exhaust valve guillotines must be sent to SLP for modification.**



PERFORMANCE EDITION PACKAGE REQUIREMENTS
Single Pipe Set, (2012-16 Part #09-8000, 2017 Part #09-8017, see page 72)
Performance Edition Porting (Labor operation #15-8025) Requires cylinders, exhaust valve guillotines and head for modification
High Flow™ Intake Kit (Part# 14-323, see page 92)
Spark Plug Washers, (4 @ 1.60 each), (Part #12-401)
Clutch Kit, components and price dependent on sled and elevation, please inquire
Power Commander V (#70-128, see page 87) with SLP Preprogrammed Map

NOTE: The Power Commander in this stage kit has two maps in it. One map for ethanol fuel and one for non ethanol fuel. A Map Switch (#70-153) can be purchased to allow you to toggle between maps based on the fuel being used.

For added benefit, upgrade to the PCV with ignition timing (#70-152) and SLP Map (see page 87).

Todd Tupper out performed the competition by winning the 2016 Pro Masters Improved class points championship in the RMSHA Hillclimb Circuit aboard his sled equipped with this phenomenal engine kit.



Stage 1:

for **2010-14 Polaris 600 Rush, 2012-14 600 Switchback, 2013-18 600 Indy and 2012-16 600 RMK/Switchback Assault (except Axys)**

This package features an SLP Lightweight Silencer that **reduces weight by 12 pounds (3.25 lbs. on 2012 600 RMK and 4 lbs. all 2013-16 models)** and features ERA 2014 Silencing Technology. For optimum airflow and performance it also includes a High Flow™ Intake Kit.

DESCRIPTION	PART#
2010-12 600 Rush & 2012 600 Switchback	54-245
2013-14 600 Rush, Switchback	54-246**
2013-18 600 Indy	54-246**
2012 600 RMK / Pro RMK	54-247*
2013-16 600 RMK, Pro RMK, and Switchback Assault (except Axys)	54-248**

*The silencer in this kit is compatible with SLP Single Pipe.

** Era 2014 Silencing Technology.



Stage 2:

for **2010-14 Polaris 600 Rush, 2012-14 600 Switchback, 2013-18 600 Indy, 2012-16 600 RMK/Switchback Assault (except Axys)**

Give your 600 an **additional 7 horsepower** and **shed up to 14 pounds** (see below). This kit features an SLP Single Pipe Set that includes a pipe, y-pipe and silencer, a High Flow™ Intake Kit for necessary airflow, a PCFC fuel controller with SLP pre-programmed map for proper fueling and an SLP Power Shift™ Clutch Kit to get the horsepower to the ground.



DESCRIPTION	WEIGHT SAVINGS	ELEVATION	PART#
2010-12 600 Rush & 2012 600 Switchback	14 lbs.	0-3000'	54-249
2010-12 600 Rush & 2012 600 Switchback	14 lbs.	3-10,000'	54-250
2013-14 600 Rush & Switchback	4.5 lbs.	0-3000'	54-251
2013-14 600 Rush & Switchback	4.5 lbs.	3-10,000'	54-252
2013-18 600 Indy	4.5 lbs.	0-3000'	54-251*
2013-18 600 Indy	4.5 lbs.	3-10,000'	54-252*
2012 600 RMK / Pro RMK	3.7 lbs.	0-3000'	54-253
2012 600 RMK / Pro RMK	3.7 lbs.	3-10,000'	54-254
2013-16 600 RMK, Pro RMK, Switchback Assault (except Axys)	4.5 lbs.	0-3000'	54-255*
2013-16 600 RMK, Pro RMK, Switchback Assault (except Axys)	4.5 lbs.	3-10,000'	54-256*

Stage 3: for 2010-14 Polaris 600 Rush, 2012-14 600 Switchback, 2013-18 600 Indy, 2012-16 600 RMK/Switchback Assault (except Axys)

Run with the big dogs with this Stage 3 Kit for your 600. We added a set of V-Force 3 reeds and an air horn to the airbox baffle plate to take our extremely popular Stage 2 kit to the next level of performance. These two modifications used in combination with our SLP Single Pipe Set, High Flow™ Intake Kit, PCFC fuel controller with SLP fuel map and SLP Power Shift™ Clutch Kit delivers an **additional 9 horsepower with up to 14 pounds** (see below) of weight savings. This combination creates a lightning fast sled with wicked throttle response. This sled is very quick out of the hole and has long legs on top. Your friends will have a hard time believing that it is still a 600.



DESCRIPTION	WEIGHT SAVINGS	ELEVATION	PART#
2010-12 600 Rush & 2012 600 Switchback	14 lbs.	0-3000'	54-227
2010-12 600 Rush & 2012 600 Switchback	14 lbs.	3-10,000'	54-228
2013-14 600 Rush & Switchback	4.5 lbs.	0-3000'	54-257
2013-14 600 Rush & Switchback	4.5 lbs.	3-10,000'	54-258
2013-18 600 Indy	4.5 lbs.	0-3000'	54-257
2013-18 600 Indy	4.5 lbs.	3-10,000'	54-258
2012 600 RMK / Pro RMK	3.7 lbs.	0-3000'	54-229
2012 600 RMK / Pro RMK	3.7 lbs.	3-10,000'	54-230
2013-16 600 RMK, Pro RMK, Switchback Assault (except Axys)	4.5 lbs.	0-3000'	54-259
2013-16 600 RMK, Pro RMK, Switchback Assault (except Axys)	4.5 lbs.	3-10,000'	54-260

* Era 2014 Silencing Technology.

Stage 4: 660 Big Bore Kit

for 2012-16 Polaris 600 RMK / Pro RMK except Axys

The best 600 class sled ever made just got better with the addition of this 660 Big Bore Kit. This 660 Kit delivers an **additional 15.7 horsepower and 7.6 foot/lbs of torque and reduces weight by 3.7 pounds (4.5 pounds on 2013-15 models)**. With snappy throttle response, this quick revving motor pulls hard throughout its powerband, legging out well on top and beating most larger displacement stock sleds. From the moment you grab a handful of throttle you are sure to be impressed by the performance of this kit.

**+15.7 HP and
+7.6 ft/lbs Torque**



660 BIG BORE (CFI 2) WITH SLP SINGLE PIPE
660 Kit (Part #660CFI2)
SLP Single Pipe (Part #09-644, 09-645*, see page 75)
SLP EGT Resistor (Part #090-32) 2013-16 models only
V-Force 3R Reeds (Part #22-158, see page 97)
High Flow™ Intake Kit (Part #14-307, see page 93)
SLP High Flow™ Air Horn for Inside Airbox (Part #14-313)
PCFC with SLP Pre-Programmed Map (#70-168, see page 86)
Clutch Kit, components and price dependent on sled and elevation (please inquire)

* Era 2014 Silencing Technology.

Cylinders, exhaust valves, and head required for modification.

Skis

Brake

Chassis

Clutching

Controls

Engine

Exhaust

Fuel Systems

Gauges

Intake

Tools

Misc.

Index

Stage 1: for 2011-14 Polaris 800 Rush, Switchback, 2014-16 Indy 800, 2011-15 RMK Assault, 2011-16 800 Switchback Assault and RMK (except Axys)

This package features an SLP Lightweight Silencer that reduces weight by 4 lbs on 2013-16 models (reduces weight by 3.25 lbs. on 2011-12 models). For optimum air-flow and performance it also includes a High Flow™ Intake Kit.



DESCRIPTION	ELEVATION	PART#
2011-12 Rush and Switchback	All	54-213**
2011-12 RMK, RMK Assault, Switchback Assault	All	54-214**
2011-12 RMK, RMK Assault, Pro RMK, Switchback Assault	6000-8000'	54-215*
2011-12 RMK, RMK Assault, Switchback Assault	8000-10,000'	54-323*
2013-14 Rush, and Switchback, 2014-16 800 Indy	All	54-265**
2013-16 RMK, Switchback Assault (<u>except</u> Axys)	All	54-265**
2013-15 RMK Assault	All	54-265**
2013-16 RMK, Switchback Assault (<u>except</u> Axys)	6000-8000'	54-266*
2013-16 RMK, Switchback Assault (<u>except</u> Axys)	8000-10,000'	54-324*
2013-15 Pro RMK, RMK Assault	6000-8000'	54-266*
2013-15 Pro RMK RMK Assault	8000-10,000'	54-324*

*This kit includes an SLP Power Shift™ Clutch Kit to get the horsepower to the ground.

**This kit does not include clutching.

These silencers are not compatible with SLP Single Pipe.

Stage 2: for 2011-14 Polaris 800 Rush, Switchback, 2014-15 Indy 800, 2011-15 RMK Assault, 2011-16 800 Switchback Assault and RMK (except Axys)

Experience an additional 7.6 horsepower and a weight loss of 5.5 lbs. on 2013-16 models (reduces weight by 3.7 lbs on 2011-12 models) with this Stage 2 Kit from SLP. This kit features a single pipe set that includes a pipe and silencer, a High Flow™ Intake Kit for maximum airflow, a PCFC with SLP preprogrammed map for proper fueling and an SLP Power Shift™ Clutch Kit to get the horsepower to the ground.



NOTE: We recommend adding Powder Valves™ (page 95) for maximum performance in deep powder snow conditions.

DESCRIPTION	ELEVATION	PART#
2011-12 Rush and Switchback	0-3000'	54-216
2011-12 Rush and Switchback	3-6000'	54-217
2011-12 Rush and Switchback	6000'+	54-218
2011-12 RMK, RMK Assault and Switchback Assault	0-3000'	54-219
2011-12 RMK, RMK Assault and Switchback Assault	3000'+	54-220
2013-14 Rush and Switchback	0-3000'	54-267
2013-14 Rush and Switchback	3-6000'	54-268
2013-14 Rush and Switchback	6000'+	54-269
2014-16 Indy	0-3000'	54-267
2014-16 Indy	3-6000'	54-268
2014-16 Indy	6000'+	54-269
2013-16 RMK and Switchback Assault (<u>except</u> Axys)	0-3000'	54-270
2013-15 RMK Assault	0-3000'	54-270
2013-16 RMK and Switchback Assault (<u>except</u> Axys)	3000'+	54-271
2013-15 RMK Assault	3000'+	54-271

Stage 3: for 2011-14 Polaris 800 Rush, Switchback, 2014-15 Indy 800, 2011-15 RMK Assault, 2011-16 800 Switchback Assault and RMK (except Axys)

Wanting the most POWER out of your Polaris 800 without having to modify any internal engine components? This kit provides a **14.5 horsepower and 9.6 ft/lbs torque gain over stock**. In the field this translates to an additional 2 to 3 sled lengths over a sled equipped with our Stage 2 kit. Throttle response is noticeably improved, making this combination snap to attention and jump immediately on top of the snow to give you the edge you desire. This kit also **reduces weight by 5.5 lbs on 2013-16 models (reduces weight by 3.7 lbs on 2011-12 models)**.



SLP's Stage 3 kit consists of:

- SLP Single Pipe kit (#09-890, 09-891, or 09-862 page 77),
- SLP High Flow™ Intake Kit (#14-307, page 93),
- SLP Power Dome™ Billet Heads (page 66)
- DynoJet PCFC fuel control box included or Power Commander V is optional with SLP Stage 3 map

Note: On 2013-15 models, the Bully Dog GT module (part # 70-500 page 89) can be substituted in place of the PCFC. The Bully Dog GT module provides bet-ter throttle response and consisten-cy with a little more top end power.

Optional (Recommended):

- SLP Powder Valves™ (#14-136, page 95)
- V-Force 3 Reed Valves (#22-158, page 97)



DESCRIPTION	ELEVATION	PART#
2011-12 Rush and Switchback	0-3000'	54-221
2011-12 Rush and Switchback	3-6000'	54-222
2011-12 Rush and Switchback	6000'+	54-223
2011-12 RMK, RMK Assault and Switchback Assault	0-3000'	54-224
2011-12 RMK, RMK Assault and Switchback Assault	3-6000'	54-225
2011-12 RMK, RMK Assault and Switchback Assault	6-8000'	54-226
2011-12 RMK, RMK Assault and Switchback Assault	8-10,000'	54-261
2011-12 RMK, RMK Assault and Switchback Assault	10-12,000'	54-262
2013-14 Rush and Switchback	0-3000'	54-272
2013-14 Rush and Switchback	3-6000'	54-273
2013-14 Rush and Switchback	6000'+	54-274
2014-16 Indy	0-3000'	54-272
2014-16 Indy	3-6000'	54-273
2014-16 Indy	6000'+	54-274
2013-16 RMK and Switchback Assault (except Axys)	0-3000'	54-275
2013-15 RMK Assault	0-3000'	54-275
2013-16 RMK and Switchback Assault (except Axys)	3-6000'	54-276
2013-15 RMK Assault	3-6000'	54-276
2013-16 RMK and Switchback Assault (except Axys)	6-8000'	54-277
2013-15 RMK Assault	6-8000'	54-277
2013-16 RMK and Switchback Assault (except Axys)	8-10,000'	54-278
2013-15 RMK Assault	8-10,000'	54-278
2013-16 RMK and Switchback Assault (except Axys)	10-12,000'	54-279
2013-15 RMK Assault	10-12,000'	54-279

Skis

Brake

Chassis

Clutching

Controls

Engine

Exhaust

Fuel Systems

Gauges

Intake

Tools

Misc.

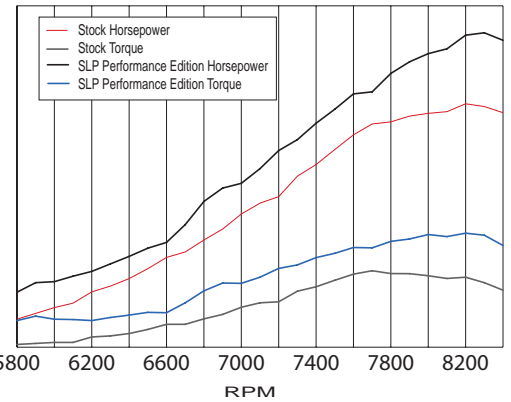
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Stage 4 - Performance Edition Kit:

for **2011-14 Polaris 800 Rush, Switchback, 2014-15 Indy 800, 2011-15 RMK Assault, 2011-16 800 Switchback Assault and RMK (except Axys)**

Finally a performance level worthy of this great, lightweight chassis. The Stage 4 kit adds cylinder porting for incredible horsepower on today's pump fuel (91 octane minimum). This kit provides a **20.8 horsepower and 11 ft/lbs of torque gain** over stock while **reducing weight by 3.7 lbs on 2011-12 models (5.5 lbs on 2013-15)**. WOW! In the field from the minute you touch the throttle, you realize just how well this package performs. It provides awesome low end grunt and really legs out on top. The power of the engine is finally mated perfectly with the weight and revolutionary design of the chassis. Order yours today.



Available for all elevations. Cylinders required for modification.

- Optional (Recommended):**
- SLP Powder Valves™ (#14-136, page 95)

PERFORMANCE EDITION PACKAGE REQUIREMENTS

Single Pipe and Silencer (Part #09-890, 09-891 or 09-862 see page 77) price varies by Part Number
Performance Edition Porting, including decompression hole plugging (Labor Operation #15-8024)
SLP EGT Resistor (Part #090-32) 2011-12 models 3000'+, 2013-16 models all elevations
SLP Metal Exhaust Gasket (Part #090-996 see page 84)
Power Dome™ Billet Heads (Part #12-403 for 0-6000', Part #12-404 for 6000' and above)
V-Force 3R Reed Valves (#22-158 page 97)
High Flow™ Intake Kit (Part #14-307, see page 93)
SLP Air Horn (Part #14-313)
PCFC With SLP Preprogrammed Map (Part #70-168, see page 86)
Clutch Kit, components and price dependent on sled and elevation (please inquire)



Note: On 2013-16 models, the Bully Dog GT module (part # 70-500 page 89) can be substituted in place of the PCFC. The Bully Dog GT module provides better throttle response and consistency with a little more top end power. Also, the EGT Resistor (part # 090-32) is not used in conjunction with the GT module.

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
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Stage 5 - Hillclimb Edition™ Kit:

for **2013-15 RMK Assault, 2013-15 800 RMK except Axys**



Slam the door on the competition with this awesome kit for the Polaris 800 Pro. We took our highly sought after Stage 4 kit and refined it for our competition hillclimb racers by adding a Bully Dog GT with custom SLP map, ceramic coating on the inside of the y-pipe and head domes and competition hillclimb style clutching. This combination provides a quicker revving, more responsive “racing” feel with an extra 100 RPM on top and another 2 lengths in acceleration. It remains compatible with 91 octane pump gas and truly provides Over the Top Performance.



Available for all elevations.

Cylinders and stock y-pipe required for modification.

Optional (Recommended):

- SLP Powder Valves™ (#14-136, page 95)

PERFORMANCE EDITION PACKAGE REQUIREMENTS

Single Pipe and Silencer (Part #09-862 see page 77) price varies by Part Number
Performance Edition Porting, including decompression hole plugging (Labor Operation #15-8024)
SLP EGT Resistor (Part #090-32) for elevations below 4000'
SLP Metal Exhasut Gasket (Part #090-996 see page 84)
Power Dome™ Billet Heads (Part #12-413 for 0-5000', Part #12-411 for elevation above 5000')
V-Force 3R Reed Valves (#22-158 page 97)
High Flow™ Intake Kit (Part #14-307, see page 93)
SLP Air Horn (Part #14-313)
Bully Dog GT Module (Part #70-500, see page 89)
Internal Y-Pipe Coating (Labor Operation #15-8011)
Clutch Kit, components and price dependent on sled and elevation (please inquire)



The domination continues with this kit in the RMSHA Hillclimb Circuit. Luke Rainey won the 2015 points championship in the 800 Improved Class in convincing fashion as did David Sharp Jr. in the 1000 Improved Class. Gain the competitive edge by ordering your kit today.

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
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Stage 1: for 2015-18 Polaris 800 Axys Models

This package features an SLP Lightweight Silencer that **reduces weight by 10 lbs. (11.5 lbs on RMK, RMK Assault and SKS models)** and provides **an additional 2 horsepower increase**. This kit is 2 lengths faster in 3/10ths mile drag race, 3 lengths faster up to 95 mph. For optimum performance it also includes a SLP Power Shift™ clutch kit. **No fueling changes required.** Silencer is compatible with SLP Single Pipe, allowing pipe to be added at a later date.



DESCRIPTION	ELEVATION	PART#
800 Axys Rush Pro-S, Pro-X, XCR, Switchback, Switchback Adventure and Switchback Assault	0-3000'	54-362
	3-6000'	54-363
800 Axys RMK, RMK Assault and SKS	0-3000'	54-374
	3-6000'	54-375
	6-8000'	54-376
	8-10,000'	54-377

Stage 1.5: for 2015-18 Polaris 800 Axys Models

This package features an SLP Lightweight Silencer and SLP Power Dome™ Billet Heads that **reduces weight by 10 lbs. (11.5 lbs on RMK, RMK Assault and SKS models)**. It provides an **additional 6.2 horsepower** and is 4 lengths faster in a 3/10ths mile drag race. For optimum performance it also includes an SLP Power Shift™ Clutch Kit.

No fueling changes required. Silencer is compatible with SLP Single Pipe, allowing pipe to be added at a later date.



DESCRIPTION	ELEVATION	PART#
800 Axys Rush Pro-S, Pro-X, XCR, Switchback, Switchback Adventure and Switchback Assault	0-3000'	54-365
	3-6000'	54-366
800 Axys RMK, RMK Assault and SKS	0-3000'	54-379
	3-6000'	54-380
	6-8000'	54-381
	8-10,000'	54-382



This kit looks mostly stock, but has wicked performance. My favorite part of the stage 1.5 is the response out of the hole. When you hit the throttle there's NO hesitation- It's like you just hit the launch button on the Space Shuttle Axys! For sure it doesn't have the top-end of the stage 2, but if you're looking for a sharp tooth corner-to-corner rat racer or if you do a lot of off-trail riding in tight trees, you will absolutely love this kit.

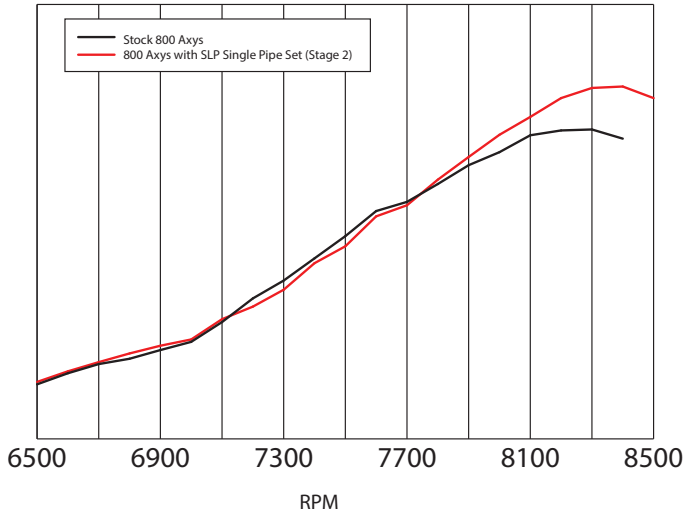
- Dan Meyer

Stage 2: for 2015-18 Polaris 800 Axys Models



This package features an SLP Single Pipe Set that reduces weight by 13 lbs. (14.5 lbs on RMK, RMK Assault and SKS models). It also provides an additional 9 horsepower increase and is 6.5 lengths faster in 3/10ths mile drag race, +5 mph faster top speed. For optimum performance it also includes an SLP Power Shift Clutch Kit™. **No fueling changes required.**

#54-394



Use of the SLP torque arm is highly recommended with the Stage 2 Kit (Part# 23-69 or 23-71, see page 17).



Photo credit: Levi Tormanen

Installing the Starting Line Products Stage 2 kits on my Polaris Axys rental fleet for the last two seasons has been unbelievable. The power, the weight loss and the slight “mod” sound from these sleds gives my clientele an unreal backcountry experience! If you are looking for an upgrade to your sled and don't want to break the bank, the SLP Stage 2 is the perfect solution!

- Dan Adams



DESCRIPTION	ELEVATION	2015-17 PART #	2018 PART #
800 Axys Rush Pro-S, Pro-X, XCR, Switchback, Switchback Adventure and Switchback Assault	0-3000'	54-368	54-394
	3-6000'	54-369	54-395
	6-8000'	54-370	54-396
800 Axys RMK, RMK Assault and SKS	0-3000'	54-384	54-397
	3-6000'	54-385	54-398
	6-8000'	54-386	54-399
	8-10,000'	54-387	54-600
	10-12,000'	54-388	54-601

- Skis
- Brake
- Chassis
- Clutching
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- Engine
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Stage 3: for 2015-18 Polaris 800 Axys Models



This package features a SLP Single Pipe Set and SLP Power Dome™ Billet Heads and a Bully Dog GT Module (for elevations below 5000' only). This kit **reduces weight by 13 lbs. (14.5 lbs on RMK, RMK Assault and SKS models)** and provides an **additional 12.4 horsepower increase over stock**. For optimum performance it also includes a SLP Power Shift™ Clutch Kit.

#54-371 Pictured

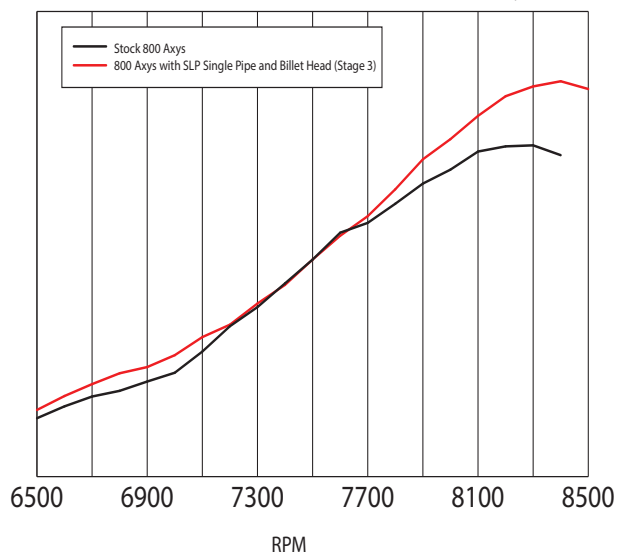


No fueling changes required above 5000'.



The Stage 3 package from SLP is a solid setup for any natural aspiration snowmobile enthusiast! It has great horsepower gains, awesome weight loss, and a cost that's sure not to drain your wallet! I think we should re-name it to the Triple Threat! **-Sahen Skinner**

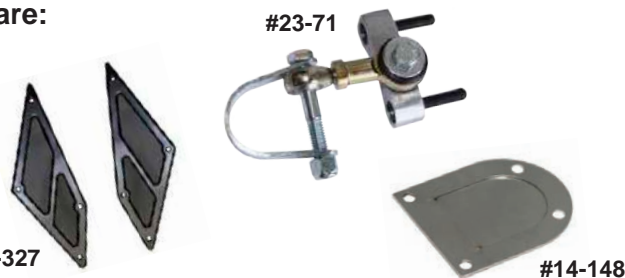
SLP Stage 3 Kit for Polaris 800 Axys



DESCRIPTION	ELEVATION	2015-17 PART #	2018 PART #
800 Axys Rush Pro-S, Pro-X, XCR, Switchback, Switchback Adventure and Switchback Assault	0-3000'	54-371	54-621
	3-6000'	54-372	54-622
	6-8000'	54-373	54-602
800 Axys RMK, RMK Assault and SKS	0-3000'	54-389	54-623
	3-6000'	54-390	54-624
	6-8000'	54-391	54-603
	8-10,000'	54-392	54-604

Other parts that are highly recommended for this kit are:

- SLP Torque Arm (Part #23-69 or 23-71, see page 17)
- SLP Intake Kit (Part #14-327, see page 93)
- SLP Powder Valves (Part #14-148, see page 95)



Stage 4 - Performance Edition™ Kit:



for 2015-18 Polaris 800 Axys Models

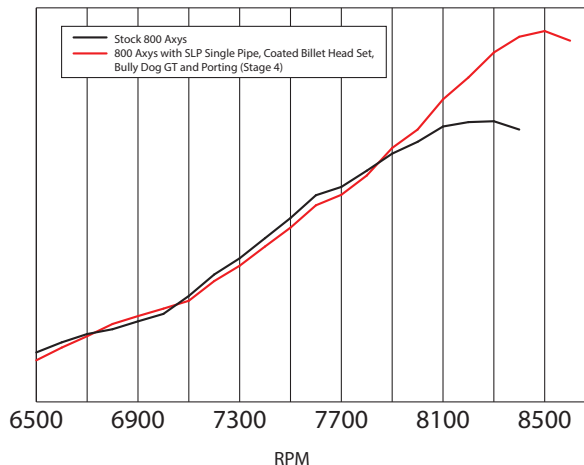
Looking for all-out performance out of your 800 Axys? With an **impressive 20.6 gain in horsepower and 9.4 ft/lb increase in torque**, this kit is sure to satisfy. The heart of this kit is SLP porting of the cylinders and exhaust valves. This is combined with our highly sought after single pipe set complimented with match porting and internal ceramic coating on the inside of the stock y-pipe. Special SLP Power Dome™ heads are used and they too have ceramic coating on the domes to enhance performance. A Bully Dog GT module is used to modify the stock ECU programming and provide the proper fuel and ignition to optimize this combination on 91 octane pump fuel (0-3000' 91 octane pump fuel plus SLP recommended octane booster). The clutching is also changed with the addition of SLP weights and SLP springs (drive and driven). These clutching changes allow all the extra horsepower and torque to be transferred to the ground effectively and efficiently. This is the ultimate gas, oil, and ride combination.

Available for ALL elevations. Requires Cylinders, EV Assembly and Y-Pipe be sent in for modification.



Part #54-609 Pictured

SLP Stage 4 Kit for Polaris 800 Axys



This season I set out to make the lightest Polaris Axys RMK possible. As part of the weight loss plan, I went with the SLP Stage 4. Hands down my favorite thing about the Stage 4 is the throttle response. It's so quick down low, which I love for tree riding. It is also an animal on the top-end. This set up pulls 4 more grams of weight in the primary clutch which is HUGE...especially up at my elevation of 11,000 ft+.

- Chris Burandt



Check out Chris in action on his Stage 4:

Other parts that are highly recommended for this kit are:

SLP Intake Kit (Part #14-327, see page 93), SLP Powder Valves (Part #14-148, see page 95)

DESCRIPTION	ELEVATION	2015-17 PART #	2018 PART #
800 Axys Rush Pro-S, Pro-X, XCR, Switchback, Switchback Adventure and Switchback Assault	0-3000'	54-605*	54-608*
	3-6000'	54-606	54-609
	6-8000'	54-607	54-610
800 Axys RMK, RMK Assault and SKS	0-4000'	54-611*	54-616*
	4-6000'	54-612	54-617
	6-8000'	54-613	54-618
	8-10,000'	54-614	54-619
	10-12,000'	54-615	54-620

* Elevations 0-3000' 91 octane pump fuel plus SLP recommended octane booster.

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
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- Fuel Systems
- Gauges
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- Tools
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Stage 1: for 2013-17 Ski-Doo 800 E-TEC

This package features an SLP Lightweight Silencer that **reduces weight by 11 pounds** in combination with our new High Flow™ Intake kit that brings additional cold air into the intake tract on demand of the engine. These products are combined with our clutch kit that efficiently delivers the power to the ground. **No fuel changes required.**



DESCRIPTION	ELEVATION	PART#
2013-17 800 E-TEC MXZ/Renegade XS	0-3000'	54-313
2013-17 800 E-TEC MXZ/Renegade XS	3000' +	54-314
2013-17 800 E-TEC Summit XM	0-3000'	54-315
2013-17 800 E-TEC Summit XM	3000' +	54-316



Stage 2: for 2013-17 Ski-Doo 800 E-TEC

Proven, reliable power you've been waiting for out of your 800 E-TEC. This kit combines our single pipe set that delivers an **additional 7 horsepower with 15 pounds of weight savings** with our new High Flow™ Intake kit that brings additional cold air into the intake tract on demand of the engine. These products are combined with our clutch kit that harnesses this additional power and transfers it effectively and efficiently to the ground. **No fuel changes required.**

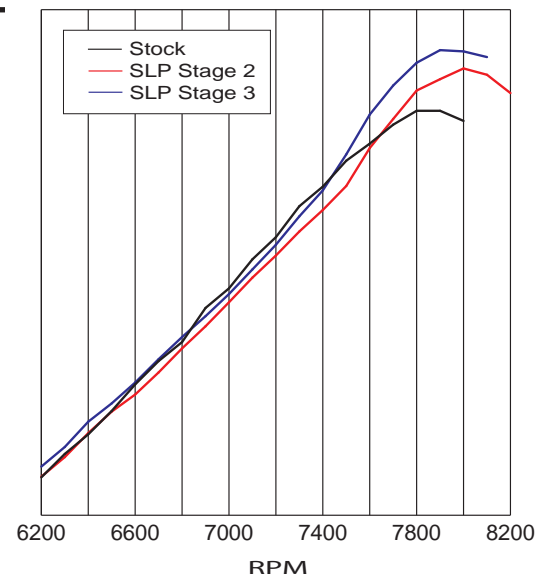


DESCRIPTION	ELEVATION	PART#
2013-17 800 E-TEC MXZ/Renegade XS	0-3000'	54-319
2013-17 800 E-TEC MXZ/Renegade XS	3000' +	54-320
2013-17 800 E-TEC Summit XM	0-3000'	54-321
2013-17 800 E-TEC Summit XM	3000' +	54-322

Stage 3: Performance Edition

for 2013-17 Ski-Doo 800 E-TEC

WooHoo, here we go. This is the kit you've been waiting for! This Stage 3 kit for the 800 E-TEC combines our single pipe set with our High Flow™ Intake kit that brings additional cold air into the intake tract on demand of the engine, a special head modification (your stock head must be sent in for this modification) rounded out with our clutch kit to harness this additional horsepower and deliver it efficiently to the ground. As you can see from the horsepower graph, this kit delivers an **additional 9.6 horsepower** and provides **15 pounds of weight savings**.



PERFORMANCE EDITION PACKAGE REQUIREMENTS
SLP Single Pipe (Part #09-865 page 81)
High Flow™ Intake Kit (Part #14-324 page 96)
Stock Head Modification (Labor Operation #15-8027 for 0-5000' or #15-8026 for 5000' +)
Clutch Kit, price dependent on sled and elevation

2017-18 Ski-Doo 850 G4 Summit Stage Kits

Give your 850 Summit G4 that extra snap and horsepower that you've been looking for. The Stage 1 kit gives you 7.2 pounds of weight savings, a crisp sound with a couple extra horsepower. The Stage 2 kit delivers a healthy horsepower increase and even more weight savings. The intake kit used in both stages delivers the appropriate amount of air even when the stock filters begin to plug to insure you are running at your potential even on the deepest snow days.



DESCRIPTION	ELEVATION	PART #
<u>SLP Stage 1</u> SLP Silencer and Powder Valve™ Intake Kit	All	54-625
<u>SLP Stage 2</u> SLP Single Pipe Set, Powder Valve™ Intake Kit and Clutching	0-4000'	54-626
	4-6000'	54-627
	6-8000'	54-628
	8-10,000'	54-629
	10-12,000'	54-630



#54-625 pictured

High Performance Ignition Wire Kit

Light your fire! SLP Ignition Wire Kits consist of the highest quality wires and caps to maximize your ignition system output. This kit provides a more complete burn for better peak horsepower and throttle response. It also comes with special spark plug boot retainers, which firmly hold the spark plug to the boot. Never lose a race again from a spark plug boot vibrating loose. A must for modified or racing sleds. Comes complete with dielectric grease to ensure a reliable, long lasting connection.

DESCRIPTION	PART#
Arctic Cat 2007-11 M8/M1000	37-18
Arctic Cat 2007-11 X-Fire 8/1000	37-18
Arctic Cat 2012-13 F8/M8/XF8	37-18
Arctic Cat 2014-17 ZR/XF/M 8000	37-18
Arctic Cat 2018 ZR/XF/M 8000	37-23
Polaris 2006-18 600 CFI	37-20
Polaris 2007-10 700/800 CFI 4	37-20
Polaris 2011-18 800 CFI 2 / Axys	37-20
Twin Set, Universal Fit*	37-14
Triple Set, Universal Fit*	37-15
Spark Plug Cap with Retainer (per each)	37-12
Spark Plug Retainer Only	37-17



NOTE: Due to the manner the ignition wires attach to the coil on Ski-Doo and Yamaha models, it's very difficult to properly replace the wires. On these models we recommend replacing the plug caps only.

*Each universal fit wire is 17 inches long and can be cut to fit. For longer lengths, please inquire.

Power Dome™ Billet Heads for 2008-10 Polaris 800 CFI



These billet heads utilize the latest in SLP combustion chamber designs to provide an additional **3 horsepower peak** with improved throttle response throughout the midrange. They feature interchangeable chambers (Domes) for use in low or high altitudes, and utilize the stock water cover for stock appearance. **These heads require the use of a DynoJet PCV or PCFC fuel controller with SLP's pre-programmed Stage 3 kit map.** Any other combination will require different fuel mapping in the PCV or PCFC, and the customer will be responsible to create their own map.

DESCRIPTION	PART#
0-6000'	12-394
6000' and above	12-395



Power Dome™ Billet Heads



for 2011-16 Polaris 800 CFI except Axys

These Power Dome™ Billet Heads provide an **additional 3 horsepower peak** with much responsive midrange. They feature interchangeable chambers (Domes) for use in low or high altitudes, and utilize the stock water cover for stock appearance. **These heads require the use of a DynoJet PCV or PCFC fuel controller with SLP's pre-programmed Stage 3 kit map.**

Any other combination will require different fuel mapping in the PCV or PCFC, and the customer will be responsible to create their own map.

ALTITUDE (FEET)	PART#
0-3000'	12-402
3000-6000'	12-406
6000' and above	12-394
6000' and above *Fuel Blend	12-395



***Fuel Blend Specification:** Must use at least 1 gallon 108 motor octane race fuel with 4 gallons 91 octane fuel.

Power Dome™ Billet Heads



for 2015-18 Polaris 800 Axys Models

SLP Power Dome™ Billet Heads for the Polaris 800 substantially improve combustion efficiency without radically increasing compression. This increased efficiency provides maximum horsepower with less chance of detonation. Delivering as much as an **additional 4.2 horsepower peak and up to 5.2 horsepower midrange.** Features individual interchangeable combustion chambers (domes) and utilizes the stock water cover for stock appearance.

ALTITUDE (FEET)	PART#
0-6000'	12-407
6000-8000'	12-409
8000' and above	12-417



Important Note: No fueling changes are required when used in stock form or with SLP lightweight silencer. When used with SLP single pipe set below 5000' some fueling changes are required. Contact an SLP Representative for more information.

Power Dome™ Billet Heads for 2005-06 Polaris 900



SLP billet aluminum Power Dome™ Heads for the Polaris 900 substantially improve combustion efficiency without radically increasing compression. This increased efficiency provides maximum horsepower with less chance of detonation. Delivering an **additional 3 horsepower peak** with better throttle response, these heads make a great compliment to any engine combination. Features interchangeable combustion chambers (Domes) for service convenience and different compression ratios for use in low or high altitudes.

ALTITUDE (FEET)	PART#
0-5000'	12-901
5000' +	12-902



No ECU Modifications Required.

Power Dome™ Billet Heads

for 2008-16 Ski-Doo 800R XP (Carb) except E-TEC



Utilizing our most advanced cylinder head design yet, this head set pumps out an **extra 2.5 horsepower peak**. With **gains from 6 to 11 horsepower in the midrange** over stock, it also packs an especially potent midrange punch. Designed to work well with stock and modified engines, this head set is compatible with 91 octane fuel. It also utilizes individual combustion chambers for service convenience and for selection of the proper compression ratio for elevation, sled configuration and desired fuel quality. Kit includes (4) needle shims.

ALTITUDE (FEET)	PART#
0-3000'	12-386
3000-6000'	12-393
6000-8000'	12-388
8000' +	12-389



Some jetting changes required.

Exhaust Valve Springs for Polaris



Polaris exhaust valves open with cylinder pressure. As you go up in elevation, cylinder pressures are reduced, causing exhaust valves to open later than they should or in some cases not at all. This can cause poor and inconsistent top-end horsepower. Changing to lighter exhaust valve springs allows the exhaust valves to open at the proper time, maintaining proper top-end horsepower and running consistency.



* Recommended on 2008-10 Polaris 800 CFI models at elevations above 5000'.

** Recommended on 2001-05 Polaris 700 and 2002-05 800 Edge/RMK models above 6000'.

COLOR	LOAD @ 1 INCH	LOAD @ .63 INCHES	PART#
Pink	4.7 lbs	7.1 lbs	14-117*
Yellow	2.4 lbs	3.6 lbs	14-113**
White	1.6 lbs	2.8 lbs	14-118

Polaris Crankcase Plug

Crankcase Plug replaces drive gear to maintain crankcase volume.



DESCRIPTION	PART#
Plug - All models <u>except</u> Storm & Domestic Twins	22-1
Plate - All Models <u>except</u> 2005-06 Polaris 755/900	22-2

Skis

Brake

Chassis

Clutching

Controls

Engine

Exhaust

Fuel Systems

Gauges

Intake

Tools

Misc.

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Machine Shop Services

Clutch Work

- Balance (Arctic Cat)
- Balance (Polaris)
- Clean (Bead Blast)
- We offer full service work for Polaris and Arctic Cat Clutches.



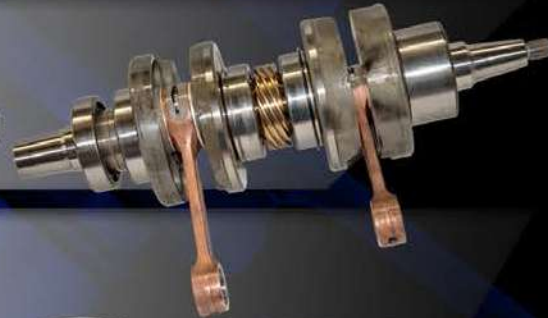
Head Work

- Milling
- Milling
- Decking
- Reconfigure the combustion chamber*
- Repairing damaged heads*



Crankshaft Work

- Estimate repairs*
- Full Crankshaft rebuild capabilities.*
- We specialize in Arctic Cat, Polaris and Yamaha crankshaft repair.



Cylinder Work

- Boring (2-stroke)
- Boring (4-Stroke)
- Honing
- Resleeving
- Re-Nikasil (Per Bore) with welding
- Broken stud removal*
- Engine disassembly and assembly*



*Price varies.

We carry a good supply of replacement parts. If we don't have it in stock, we can normally get it within 2 to 3 business days.

Note: Any paint or powder coating on a cylinder will be stripped off during the nikasil process. Discoloration of powder coating can occur when heating cylinder for resleeving. Upon request, we can get an estimate to re-paint or powder coat cylinders. Inquire for details.



Pack engine parts tightly with a minimum of 2 inches of packing material such as newspaper or cardboard around each part. Insure package for the replacement value of the parts being shipped. We recommend shipping via UPS or FedEx. Please remember to include complete contact information inside your package.

“Setting the World’s Performance Standards”

Setting the world’s performance standards is more than just a motto but a way of life at Starting Line Products. Old fashioned American pride and workmanship were the cornerstones of SLP when opening the doors for business in 1972. This product quality propelled SLP to rapidly become a well known name in the US and shortly spread throughout the world’s snowbelt. Today, SLP is recognized as the world leader for premier quality and performance in the aftermarket exhaust system industry.



The ingredients to maintain this high degree of reputation are a mixture of the finest design talent, always pursuing and creating new technology and the drive to never be second best. This recipe has been the secret of success for 45 years of business and will be well into the future.



Era 2000 Performance Exhaust Systems:

SLP first started to improve performance pipe silencing in 1985 with the first no-maintenance canister silencer. In 1999, the next generation of SLP Silencing Technology took center stage and was called SLP ERA 2000 Silencing. This silencing technology utilizes a no maintenance silencer design to provide the most horsepower available while keeping the sound levels low.



Era 2007 Silencing Technology:

In 2006, we made another substantial step forward in the fight to limit sound when we introduced our ERA 2007 Silencing Technology to the snowmobile community. This technology allowed us to further silence the exhaust system while still providing great weight savings and a rich, full sound. Models equipped with this latest technology sound like a snowmobile should, but the level of sound output is lower than previously experienced with our ERA 2000 products.



ERA 2014 Silencing Technology - A new ERA is born! As industry leaders in exhaust system design, performance and silencing technology, we continuously work to develop and evolve the latest, most innovative exhaust systems available. This new ERA 2014 Silencing Technology utilizes our latest silencing designs combined with some exotic materials and manufacturing techniques, which together offer that low sound level that is expected with an SLP exhaust at a much lighter weight.

What does the future hold for snowmobile exhaust systems and sound? We are seeing a trend where states are adopting the stationary sound test (SAE J2567) to allow them to monitor sound level output of snowmobiles in the field. So far, several states have adopted this test with an 88 decibel maximum limit. We are embracing this test and are testing our products with this new procedure. In this catalog you will find examples of products that have been tested by SLP and pass this test per the established 88 decibel limit.

Less Sound = More Ground, Ride Responsibly!

- Skis
- Brake
- Chassis
- Clutching
- Controls
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Ceramic Coating Advantage

At SLP we offer ceramic coating as standard equipment on many exhaust systems and as an option on most others.

Reduces the chance of heat related damage to the belly pan and hood when used in severe conditions like breaking trail in deep snow.

Substantially reduces radiant heat from the pipe or silencer body.



Ceramic coating insulates the pipe or silencer body to create more stable, consistent power.

Durable finish.

Requires minimal maintenance to keep it looking good, and life expectancy is increased.

Ceramic Coating Color Options:

Satin Black is a limited edition color option available for current year Arctic Cat, Polaris and Ski-Doo 800/850 models. This new satin color coating utilizes industry leading thermal barrier properties to withstand temperatures up to 2000°. It does not discolor due to heat and requires minimal maintenance to keep your pipe and/or silencer looking sharp.

Standard Polished Ceramic (1300°F)



Satin Black Ceramic (2000°F)



Horsepower, quality, and value as only SLP can provide.

Restore that brand new look of your exhaust System with ceramic coating.

DESCRIPTION	PART #
Silencer	09-50
Single Pipe	09-51
Twin or Triple Pipes (per each)	09-52
Y-pipe	09-53



Available in Polished Silver or Satin Black. Please inquire, as lead times vary depending on the season.

Did You Know: We also coat automotive headers, manifolds and exhaust systems.

Lightweight Silencer for Arctic Cat



Lighten up your snowmobile by replacing the stock silencer with SLP's lightweight version. So what sets SLP silencers apart from the rest? For starters, each SLP silencer has been dyno tested and field verified to insure maximum reliable horsepower is attained while shedding the desired weight. Sound level emissions are also a focus at SLP. We strive for the quality, robust sound that you desire while keeping the sound levels low. Many of our models have been tested by SLP and passed the SAE J-2567 stationary sound test below the state adopted 88 decibel limit (refer to the chart below). All silencers are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	TECHNOLOGY (REFER TO PAGE 69)	SLP TESTED BELOW 88 DECIBELS
600 Models					
600 Firecat	2003-04	09-265*	5 lbs	Era 2000	Not Tested
M6	2005-08	09-270*	5 lbs	Era 2000	Not Tested
ZR 6000 / XF 6000	2014-18	09-320	14.8 lbs	Era 2014	Yes
M6000	2015-18	09-320	14.8 lbs	Era 2014	Yes
700 Models					
700 Firecat	2003-04	09-265*	5 lbs	Era 2000	Not Tested
M7	2005-07	09-270*	5 lbs	Era 2000	Not Tested
800 Models					
800 ZL/ZR Twin	2001-02	09-260	8 lbs	Era 2000	Not Tested
800 Mountain Cat Twin	2001-02	09-260	8 lbs	Era 2000	Not Tested
F8	2007-09	09-293**	9.5 lbs	Era 2007	Yes
Crossfire 800 & Crossfire R 800	2007-09	09-282**	4.5 lbs	Era 2007	Yes
M8, HCR 800	2007-09	09-282**	4.5 lbs	Era 2007	Yes
Crossfire 800	2010-11	09-297	13.5 lbs	Era 2007	Yes
M8, HCR 800	2010-11	09-297	13.5 lbs	Era 2007	Yes
XF 800	2012-13	09-310♦	14.8 lbs	Era 2014	Yes
M8, HCR 800	2012-13	09-310♦	14.8 lbs	Era 2014	Yes
ZR 8000	2014-17	09-310♦	14.8 lbs	Era 2014	Yes
XF 8000	2014-17	09-310♦	14.8 lbs	Era 2014	Yes
M8000, HCR 8000	2014-16	09-310♦	14.8 lbs	Era 2014	Yes
M8000, HCR 8000	2017	09-310♦	13 lbs	Era 2014	Yes
ZR 8000, XF 8000	2018	09-323♦	14.8 lbs	Era 2014	Yes
M8000, HCR 8000	2018	09-323♦	13 lbs	Era 2014	Yes
1000 Models					
Crossfire/Crossfire R 1000	2007-11	09-283**	9 lbs	Era 2007	Yes
M1000	2007-11	09-283**	9 lbs	Era 2007	Yes



*Compatible with electric start and mechanical reverse.

** Compatible with SLP Single Pipe, which allows the pipe to be added at a later date.

♦ This muffler has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.

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Single Pipe Sets for Arctic Cat



Increased horsepower and lighter weight, two things SLP exhaust systems are well known for. We strive hard to give you the most useable, consistent horsepower available in the snowmobile industry. What sets SLP apart from the rest? Each exhaust system goes through a rigorous engineering process including dyno testing and field verification. This ensures maximum horsepower with unmatched reliability. All of these exhaust systems are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures. Also included in these kits are detailed instructions which include clutching and jetting (if applicable) and mapping information for EFI models so that you can enjoy the opportunities you have to ride instead of tuning.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE BELOW)
800 Models						
F8 (Single Pipe, y-pipe for use with stock silencer)	2007-09	09-885	6.5 lbs	9.4 hp	Stock DB	2, 4
F8	2007-09	09-884	16 lbs	9.4 hp	Era 2007	2, 7
Crossfire 800 / Crossfire 800R	2007-09	09-872	8 lbs	14 hp	Era 2007	2, 6, 7
M8 / HCR	2007-09	09-872	8 lbs	14 hp	Era 2007	2, 6, 7
Crossfire 800 / CFR	2010-11	09-887	18.5 lbs	8.9 hp	Era 2007	2, 5, 6, 7
M8 / HCR	2010-11	09-887	18.5 lbs	8.9 hp	Era 2007	2, 5, 6, 7
F8	2012-13	09-8000♦	20.8 lbs	8.5 hp	Era 2014	2, 5, 6, 7
XF 800 / XF 8000	2012-16	09-8000♦	20.8 lbs	8.5 hp	Era 2014	2, 5, 6, 7
M8 / M8000 / HCR	2012-16	09-8000♦	20.8 lbs	8.5 hp	Era 2014	2, 5, 6, 7
ZR 8000	2014-16	09-8000♦	20.8 lbs	8.5 hp	Era 2014	2, 5, 6, 7
8000 XF, ZR, M and HCR	2017	09-8017♦	19 lbs	8.5 hp	Era 2014	2, 5, 6, 7
8000 XF, ZR, M and HCR	2018	09-8018♦	TBA	TBA	Era 2014	TBA
1000 Models						
1000 Crossfire / Crossfire R / CFR	2007-11	09-876	16 lbs	25.2 hp	Era 2007	1 or 5, 2, 6, 7, 8
M1000	2007-11	09-876	16 lbs	25.2 hp	Era 2007	1 or 5, 2, 6, 7, 8

Model Specific Notes (see column #7)

- 1 - Requires the use of a BoonDocker™ Control Box.
- 2 - Some clutching changes recommended.
- 3 - Some jetting changes required.
- 4 - Compatible with SLP Silencer, allowing silencer to be added at a later date.
- 5 - Requires Power Commander V with SLP Map.
- 6 - SLP High Flow™ Intake Kit recommended.
- 7 - SLP Tested and passed SAE J-2567 stationary sound test below 88 decibels.
- 8 - This pipe kit will fit 2010-11 models, however, SLP does not have a fuel map for the BoonDocker™ Control Box or the Power Commander V for the 2010-11 models. Therefore, customers will be responsible for their own fuel mapping on those models.

♦ This pipe set has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.

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Lightweight Silencer for Polaris



Lighten up your snowmobile by replacing the stock silencer with SLP's lightweight version. So what sets SLP silencers apart from the rest? For starters, each SLP silencer has been dyno tested and field verified to insure maximum reliable horsepower is attained while shedding the desired weight. Sound level emissions are also a focus at SLP. We strive for the quality, robust sound that you desire while keeping the sound levels low. Many of our models have been tested by SLP and passed the SAE

J-2567 stationary sound test below the state adopted 88 decibel limit (refer to the chart below). All silencers are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	TECHNOLOGY (REFER TO PAGE 69)	SLP TESTED BELOW 88 DECIBELS
500 Models					
XC 500 Edge VES	2001-07	09-239	8 lbs	Era 2000	Not Tested
580 Models					
580 XLT	1993-95	09-214	6.75 lbs	--	Not Tested
600 Models					
600 XLT, XC, XCR Triple (Piston Port)	1994-97	09-214	6.75 lbs	--	Not Tested
600 XC	1997-99	09-213	3.5 lbs	Era 2000	Not Tested
600 RMK	1997-98	09-213	3.5 lbs	Era 2000	Not Tested
600 VES Edge XC	2000-05	09-239	8 lbs	Era 2000	Not Tested
600 VES RMK	2002-05	09-239	8 lbs	Era 2000	Not Tested
600 VES Pro X	2002-04	09-239	8 lbs	Era 2000	Not Tested
600 Fusion (Carb)	2006	09-284	4 lbs	Era 2007	Yes
600 HO (Carb) IQ Shift/Switchback	2006-09	09-253*	4 lbs	Era 2007	Not Tested
600 HO (Carb) RMK	2006-08	09-253*	4 lbs	Era 2007	Not Tested
600 RMK (CFI 4)	2008	09-284	4 lbs	Era 2007	Yes
600 HO IQ and Switchback (CFI 4)	2007-09	09-284	4 lbs	Era 2007	Yes
600 HO Shift 136" and RMK (CFI 2)	2009	09-294	4 lbs	Era 2007	Yes
600 Rush	2010-12	09-273	12 lbs	Era 2007	Yes
600 HO IQ, Switchback and RMK	2010-11	09-284	4 lbs	Era 2007	Yes
600 Shift	2012	09-284	4 lbs	Era 2007	Yes
600 Switchback	2012	09-273	12 lbs	Era 2007	Yes
600 RMK / Pro RMK	2012	09-274*	3.25 lbs	Era 2007	Yes
600 Rush and Switchback	2013-14	09-276	4 lbs	Era 2014	Yes
600 Indy	2013-18	09-276	4 lbs	Era 2014	Yes
600 RMK, Pro RMK, Switchback Assault except Axys	2013-16	09-304	4 lbs	Era 2014	Yes
600 Pro RMK	2016	09-319♦	11.5 lbs	Era 2014	Yes
600 Pro-S, Pro-X, XCR, Switchback Axys	2017-18	09-319♦	11.5 lbs	Era 2014	Yes
600 RMK, Pro RMK Axys	2017-18	09-319♦	11.5 lbs	Era 2014	Yes
600 Pro RMK	2016	09-324♦	13.5 lbs	Competition Series	Yes
600 RMK, Pro RMK Axys	2017-18	09-324♦	13.5 lbs	Competition Series	Yes



♦ This muffler has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.

*Compatible with SLP Single Pipe, which allows the pipe to be added at a later date.

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DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	TECHNOLOGY (REFER TO PAGE 69)	SLP TESTED BELOW 88 DECIBELS
700 Models					
700 XC	1997-99	09-213	3.5 lbs	Era 2000	Not Tested
700 RMK	1997-98	09-213	3.5 lbs	Era 2000	Not Tested
700 XC	2004-05	09-252	8 lbs	Era 2000	Not Tested
700 SKS	2003	09-252	8 lbs	Era 2000	Not Tested
700 Edge RMK VES	2002-05	09-252	8 lbs	Era 2000	Not Tested
700 Switchback	2004	09-252	8 lbs	Era 2000	Not Tested
700 (755) Fusion	2006	09-279*	15 lbs	Era 2007	Not Tested
700 (755) Switchback	2006	09-279*	15 lbs	Era 2007	Not Tested
700 (755) IQ RMK	2006	09-279*	15 lbs	Era 2007	Not Tested
800 Models					
800 XC Edge	2004-05	09-252	4 lbs	Era 2000	Not Tested
800 Edge RMK	2002-05	09-252	4 lbs	Era 2000	Not Tested
800 SKS	2003	09-252	4 lbs	Era 2000	Not Tested
800 Switchback	2004-05	09-252	4 lbs	Era 2000	Not Tested
800 Dragon	2008-09	09-289	5.5 lbs	Era 2007	Yes
800 IQ, Assault, Switchback and Shift	2009	09-289	5.5 lbs	Era 2007	Yes
800 RMK	2008-09	09-289	5.5 lbs	Era 2007	Yes
800 Dragon and IQ	2010	09-296	5.5 lbs	Era 2007	Yes
800 Assault and Switchback	2010	09-296	5.5 lbs	Era 2007	Yes
800 RMK	2010	09-296	5.5 lbs	Era 2007	Yes
800 Rush	2011-12	09-298	3.25 lbs	Era 2007	Yes
800 Switchback <i>except</i> Switchback Assault	2011-12	09-298	3.25 lbs	Era 2007	Yes
800 RMK Assault, Switchback Assault	2011-12	09-299	3.25 lbs	Era 2007	Yes
800 RMK / Pro RMK	2011-12	09-299	3.25 lbs	Era 2007	Yes
800 Rush and Switchback	2013-14	09-311	4 lbs	Era 2014	Yes
800 Indy	2014-16	09-311	4 lbs	Era 2014	Yes
800 RMK Assault	2013-15	09-311	4 lbs	Era 2014	Yes
800 Switchback Assault	2013-16	09-311	4 lbs	Era 2014	Yes
800 RMK / Pro RMK (<i>except</i> Axys)	2013-16	09-311	4 lbs	Era 2014	Yes
800 HO Axys (Rush, Pro X/S , Switchback Pro X/S)	2015-18	09-319*♦	10 lbs (+2 hp)	Era 2014	Yes
800 HO Axys Pro RMK, RMK Assault, SKS	2016-18	09-319*♦	11.5 lbs (+2 hp)	Era 2014	Yes
800 HO Axys Switchback Assault, 800 XCR	2017-18	09-319*♦	11.5 lbs (+2 hp)	Era 2014	Yes
800 HO Axys Pro RMK, RMK Assault, SKS	2016-18	09-324*♦	13.5 lbs (+2 hp)	Competition Series	Yes
800 HO Axys Switchback Assault, 800 XCR	2017-18	09-324*♦	13.5 lbs (+2 hp)	Competition Series	Yes
900 Models					
900 Fusion	2005	09-278	15 lbs	Era 2007	Not Tested
900 Switchback	2005	09-278	15 lbs	Era 2007	Not Tested
900 RMK	2005	09-278	15 lbs	Era 2007	Not Tested
900 Fusion	2006	09-278*	15 lbs	Era 2007	Not Tested
900 Switchback	2006	09-278*	15 lbs	Era 2007	Not Tested
900 RMK	2006	09-278*	15 lbs	Era 2007	Not Tested

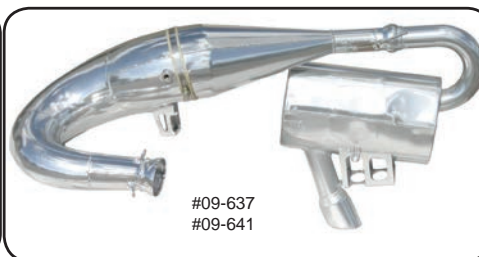
*Compatible with SLP Single Pipe, which allows the pipe to be added at a later date.

♦ This muffler has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.

Single Pipe Set for Polaris 600 Models



Run with the big dogs with these SLP Single Pipe Sets for Polaris 600 Models. They provide excellent throttle response with much quicker acceleration and great top-end. Increased horsepower and lighter weight are two things SLP exhaust systems are well known for. We strive hard to give you the most useable, consistent horsepower available in the snowmobile industry. What sets SLP apart from the rest? Each exhaust system goes through a rigorous engineering process including dyno testing and field verification. This ensures maximum horsepower with unmatched reliability. Most of these exhaust systems are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures. Also included are detailed instructions which include clutching and jetting (if applicable) and mapping information for EFI models so that you can enjoy the opportunities you have to ride instead of tuning.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE BELOW)
600 HO IQ, Fusion (Carb)	2006-09	09-634	7.5 lbs	10 hp	Era 2007	1, 2, 5
600 HO Shift/Switchback (Carb)	2006-09	09-634	7.5 lbs	10 hp	Era 2007	1, 2, 5
600 HO RMK (Carb)	2006-08	09-634	7.5 lbs	10 hp	Era 2007	1, 2, 5
600 IQ CFI 4	2007-09	09-637	7.5 lbs	7 hp	Era 2007	2, 3, 5
600 HO RMK CFI 4	2008	09-637	7.5 lbs	7 hp	Era 2007	2, 3, 5
600 HO Shift 136 CFI 2	2009	09-641	7.5 lbs	5.7 hp	Era 2007	2, 3, 5
600 HO RMK CFI 2	2009	09-641	7.5 lbs	5.7 hp	Era 2007	2, 3, 5
600 HO Switchback, Shift CFI 4	2010-11	09-637	7.5 lbs	7 hp	Era 2007	2, 3, 5
600 HO RMK CFI 4	2010-11	09-637	7.5 lbs	7 hp	Era 2007	2, 3, 5
600 Shift CFI 4	2012	09-637	7.5 lbs	7 hp	Era 2007	2, 3, 5
600 Rush	2010-12	09-642	14 lbs	7 hp	Era 2007	2, 3, 4, 5
600 Switchback	2012	09-642	14 lbs	7 hp	Era 2007	2, 3, 4, 5
600 Rush	2013-14	09-646	4.5 lbs	7 hp	Era 2014	2, 3, 4, 5
600 Indy	2013-18	09-646	4.5 lbs	7 hp	Era 2014	2, 3, 4, 5
600 Switchback	2013-14	09-646	4.5 lbs	7 hp	Era 2014	2, 3, 4, 5
600 RMK / Pro RMK	2012	09-644	3.7 lbs	7 hp	Era 2007	2, 3, 4, 5
600 RMK, Switchback, Assault (except Axys Chassis)	2013-16	09-645	4.5 lbs	7 hp	Era 2014	2, 3, 4, 5



Model Specific Notes (see column #7)

- 1 Some jetting required.
- 2 Some clutching changes recommended.
- 3 SLP Tested and passed SAE J-2567 stationary sound test below 88 decibels.
- 4 Requires Power Commander V or PCFC with SLP Map.
- 5 SLP High Flow™ Intake Kit recommended.

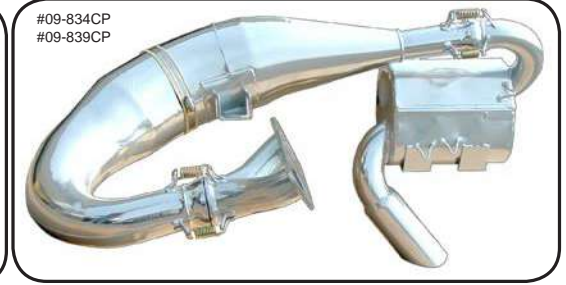
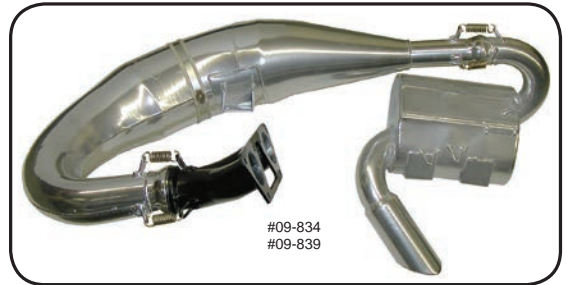
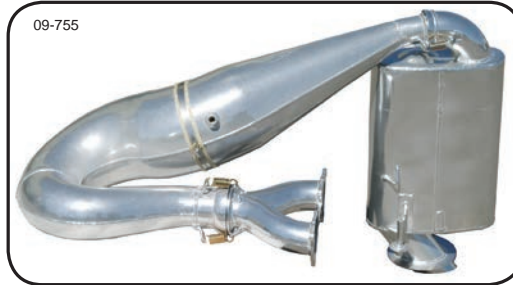
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Single Pipe Sets

for **Polaris 700 Models**



Increased horsepower and lighter weight; two things SLP exhaust systems are well known for. We strive hard to give you the most useable, consistent horsepower available in the snowmobile industry. What sets SLP apart from the rest? Each exhaust system goes through a rigorous engineering process including dyno testing and field verification. This ensures maximum horsepower with unmatched reliability. Most of these exhaust systems are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures. Also included in these kits are detailed instructions which include clutching and jetting (if applicable) and mapping information for EFI models so that you can enjoy the opportunities you have to ride instead of tuning.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE BELOW)
700 XC Edge VES - painted black y-pipe, ceramic pipe/silencer	2001-05	09-834	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 RMK VES - painted black y-pipe, ceramic pipe/silencer	2002-05	09-834	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 SKS VES - painted black y-pipe, ceramic pipe/silencer	2003	09-834	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 Switchback VES - painted black y-pipe, ceramic pipe/silencer	2004	09-834	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 Pro X - painted black y-pipe, ceramic pipe/silencer	2003-04	09-839	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 (755) Fusion IQ	2006	09-755	20 lbs	8 hp	Era 2007	2, 4, 5
700 (755) Switchback IQ	2006	09-755	20 lbs	8 hp	Era 2007	2, 4, 5
700 (755) RMK	2006	09-755	20 lbs	8 hp	Era 2007	2, 4, 5
700 XC VES - Complete Set Ceramic Coated	2001-05	09-834CP	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 RMK VES - Complete Set Ceramic Coated	2002-05	09-834CP	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 SKS VES - Complete Set Ceramic Coated	2003	09-834CP	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 Switchback VES - Complete Set Ceramic Coated	2004	09-834CP	10 lbs	11.5 hp	Era 2000	1, 2, 4
700 Pro X - Complete Set Ceramic Coated	2003-04	09-839CP	10 lbs	11.5 hp	Era 2000	1, 2, 4



Model Specific Notes (see column #7)

- 1 Some jetting required.
- 2 Some clutching changes recommended.
- 3 No ECU Modification required.
- 4 High Flow™ Intake Kit recommended.

Did You Know?:

Skis are the most important piece of technical backcountry riding gear. A ski that will bite and hold a sidehill takes much less effort and allows the rider to focus on his balance, rider position and line rather than fighting the sled. Quit wasting energy manhandling your sled and upgrade to a set of MoHawk or Powder Pro Skis. The difference will amaze you!

Single Pipe Sets for Polaris 800 Models



Increased horsepower and lighter weight, two things SLP exhaust systems are well known for. We strive hard to give you the most useable, consistent horsepower available in the snowmobile industry. What sets SLP apart from the rest? Each exhaust system goes through a rigorous engineering process including dyno testing and field verification. This ensures maximum horsepower with unmatched reliability. Most of these exhausts are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures. Also included in these kits are detailed instructions which include clutching and jetting (if applicable) and EFI mapping information so that you can enjoy the opportunities you have to ride instead of tuning.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE BELOW)
800 XC VES - Ceramic Coated Pipe & Silencer	2002-05	09-834	10 lbs	13 hp	Era 2000	1, 2, 5
800 RMK VES - Ceramic Coated Pipe & Silencer	2002-05	09-834	10 lbs	13 hp	Era 2000	1, 2, 5
800 SKS VES - Ceramic Coated Pipe & Silencer	2003	09-834	10 lbs	13 hp	Era 2000	1, 2, 5
800 Switchback VES - Ceramic Coated Pipe & Silencer	2004-05	09-834	10 lbs	13 hp	Era 2000	1, 2, 5
800 Pro X - Ceramic Coated Pipe and Silencer	2003-04	09-839	10 lbs	13 hp	Era 2000	1, 2, 5
800 XC VES - Complete Set Ceramic Coated	2002-05	09-834CP	10 lbs	13 hp	Era 2000	1, 2, 5
800 RMK VES - Complete Set Ceramic Coated	2002-05	09-834CP	10 lbs	13 hp	Era 2000	1, 2, 5
800 SKS VES - Complete Set Ceramic Coated	2003	09-834CP	10 lbs	13 hp	Era 2000	1, 2, 5
800 Switchback VES - Complete Set Ceramic Coated	2004-05	09-834CP	10 lbs	13 hp	Era 2000	1, 2, 5
800 Pro X - Complete Set Ceramic Coated	2003-04	09-839CP	10 lbs	13 hp	Era 2000	1, 2, 5
800 Dragon, IQ	2008-09	09-878	10 lbs	6.2 hp	Era 2007	2, 3, 4, 5
800 Switchback/Shift	2009	09-878	10 lbs	6.2 hp	Era 2007	2, 3, 4, 5
800 RMK	2008-09	09-878	10 lbs	6.2 hp	Era 2007	2, 3, 4, 5
800 Dragon, IQ	2010	09-888	10 lbs	6.2 hp	Era 2007	2, 3, 4, 5
800 Switchback, Assault and RMK	2010	09-888	10 lbs	6.2 hp	Era 2007	2, 3, 4, 5
800 Rush and Switchback	2011-12	09-890	3.7 lbs	7.6 hp	Era 2007	2, 3, 5, 6
800 Assault, Switchback Assault, RMK and Pro RMK	2011-12	09-891	3.7 lbs	7.6 hp	Era 2007	2, 3, 5, 6
800 Rush and Switchback	2013-14	09-862	5.5 lbs	7.6 hp	Era 2014	2, 3, 5, 6
800 Indy	2014-15	09-862	5.5 lbs	7.6 hp	Era 2014	2, 3, 5, 6
800 Assault RMK and Pro RMK	2013-15	09-862	5.5 lbs	7.6 hp	Era 2014	2, 3, 5, 6
800 RMK and Switchback Assault (except Axys)	2013-16	09-862	5.5 lbs	7.6 hp	Era 2014	2, 3, 5, 6
800 HO Axys (Rush Pro S/X, Switchback Pro S/X)	2015-17	09-866♦	13 lbs	9 hp	Era 2014	2, 3, 7
800 HO Axys RMK, Assault RMK and SKS	2016-17	09-866♦	14.5 lbs	9 hp	Era 2014	2, 3, 7
800 HO Axys (Rush Pro S/X, Switchback Pro S/X, Switchback Assault, 800 XCR)	2018	09-801♦	13 lbs	9 hp	Era 2014	2, 3, 7, 8
800 HO Axys RMK, Assault RMK and SKS	2018	09-801♦	14.5 lbs	9 hp	Era 2014	2, 3, 7, 8
800 HO Axys (Rush Pro S/X, Switchback Pro S/X)	2015-17	09-803♦	15 lbs	9 hp	Competition Series	2, 3, 7, 8
800 HO Axys RMK, Assault RMK and SKS	2016-17	09-803♦	16.5 lbs	9 hp	Competition Series	2, 3, 7, 8
800 HO Axys (Rush Pro S/X, Switchback Pro S/X, Switchback Assault, 800 XCR)	2018	09-804♦	15 lbs	9 hp	Competition Series	2, 3, 7, 8
800 HO Axys RMK, Assault RMK and SKS	2018	09-804♦	16.5 lbs	9 hp	Competition Series	2, 3, 7, 8



Model Specific Notes (see column #7)

- 1 Some jetting required.
- 2 Some clutching changes recommended.
- 3 SLP Tested and passed SAE J-2567 stationary sound test below 88 decibels.
- 4 Power Commander V or PCFC Fuel Control Box recommended but not required.
- 5 High Flow™ Intake Kit recommended.
- 6 Power Commander V or PCFC Fuel Control Box required.
- 7 No Fuel Box Required
- 8 SLP Torque Arm Required

♦ This pipe set has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.

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Competition Series Ultra-Lite™ Silencer and Complete Exhaust for 2015-18 Polaris Axys



This new Ultra-Lite™ silencer for the Axys 800 was designed with the competition racer in mind. It provides 13.5 pounds of weight savings. Combine it with our single pipe to give a total weight savings of 16.5 pounds. It passes the stationary sound test below 88 decibels but gives a more exciting sound at the higher RPM ranges (several decibels louder than our quiet version at wide open throttle). Throttle response is also improved slightly over our quiet silencer. Available in Satin Black and Polished Ceramic.

DESCRIPTION	YEAR	POLISHED SILVER CERAMIC PART #	BLACK SATIN PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	NOTES (SEE BELOW)
Competition Lightweight Silencer						
600 Pro RMK Axys	2016	09-324	09-324B	13.5 lbs	2 hp	2, 3, 4
600 RMK, Pro RMK Axys	2017-18	09-324	09-324B	13.5 lbs	2 hp	2, 3, 4
800 HO Axys RMK, Assault RMK and SKS	2016-18	09-324	09-324B	13.5 lbs	2 hp	2, 3, 4
Competition Single Pipe Set						
Axys - Rush Pro-S, Pro-X, XCR, Switchback, Switchback Adventure and Switchback Assault, RMK, RMK Assault, and SKS	2015-17	09-803	09-803B	16.5 lbs	9 hp	1, 2, 3, 5
	2018	09-804	09-804B	16.5 lbs	9 hp	1, 2, 3, 5

Model Specific Notes (see column #7)

- 1 Some clutching changes recommended.
- 2 SLP Tested and passed SAE J-2567 stationary sound test below 88 decibels.
- 3 No fuel box required.
- 4 Silencer compatible with pipe, allowing pipe to be added later.
- 5 SLP Torque Arm required.

These exhaust systems are offered in 2 coating options. See page 70 for information on optional coatings.

Lightweight Silencer & Single Pipe Set for Polaris Axys RMK, Assault RMK & SKS with Integrated Hot Dogger/Muffpot Mount

Boost horsepower and performance while bringing out your inner chef. These exhaust systems incorporate a built in bracket that allows you to mount a Hot Dogger or Muffpot onto the silencer. It is located in an area that will evenly cook your lunch of choice without sacrificing the integrity of the muffler.



Will not fit Rush or Switchback models.

***Hot Dogger/Muffpot not included.**



DESCRIPTION	YEAR	POLISHED SILVER CERAMIC PART #	BLACK SATIN PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE BELOW)
Lightweight Silencer with Hot Dogger/Muffpot Mount							
600 Pro RMK Axys	2016	09-322	09-322B	11 lbs	2 hp	Era 2014	2, 3, 4
600 RMK, Pro RMK Axys	2017-18	09-322	09-322B	11 lbs	2 hp	Era 2014	2, 3, 4
800 HO Axys RMK, Assault RMK and SKS	2016-18	09-322	09-322B	11 lbs	2 hp	Era 2014	2, 3, 4
Single Pipe Set with Hot Dogger/Muffpot Mount							
800 HO Axys RMK, Assault RMK and SKS	2016-17	09-813	09-813B	14.5 lbs	9 hp	Era 2014	1, 2, 3, 5
800 HO Axys RMK, Assault RMK and SKS	2018	09-805	09-805B	14.5 lbs	9 hp	Era 2014	1, 2, 3, 5

Model Specific Notes (see column #7)

- 1 Some clutching changes recommended.
- 2 SLP Tested and passed SAE J-2567 stationary sound test below 88 decibels.
- 3 No fuel box required.
- 4 Silencer compatible with pipe, allowing pipe to be added later.
- 5 SLP Torque Arm required.

These exhaust systems are offered in 2 coating options. See page 70 for information on optional coatings.



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Pipe Upgrade Kit for 2015-18 Polaris Axys



This Pipe Upgrade Kit contains the pipe and all of the necessary hardware to upgrade one of our lightweight silencers that you previously purchased/installed to a complete pipe kit.

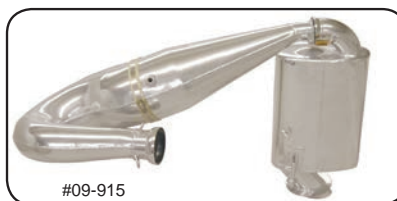


DESCRIPTION	PART#
2015-17 Axys Pipe Upgrade Kit, Polished Silver Ceramic	090-866P
2015-17 Axys Pipe Upgrade Kit, Satin Black Ceramic	090-866PB
2018 Axys Pipe Upgrade Kit, Polished Silver Ceramic	090-801P
2018 Axys Pipe Upgrade Kit, Satin Black Ceramic	090-801PB

Single Pipe Sets for Polaris 900 Models



Increased horsepower and lighter weight, two things SLP exhaust systems are well known for. We strive hard to give you the most useable, consistent horsepower available in the snowmobile industry. What sets SLP apart from the rest? Each exhaust system goes through a rigorous engineering process including dyno testing and field verification. This ensures maximum horsepower with unmatched reliability. These exhausts are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures. Also included in these kits are detailed instructions which include clutching information so that you can enjoy the opportunities you have to ride instead of tuning.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE MARGIN)
900 Fusion	2005	09-915	20 lbs	10 hp	Era 2007	1, 2, 3, 4
900 Switchback	2005	09-915	20 lbs	10 hp	Era 2007	1, 2, 3, 4
900 RMK	2005	09-915	20 lbs	10 hp	Era 2007	1, 2, 3, 4
900 Fusion	2006	09-917	20 lbs	14 hp	Era 2007	1, 2, 3, 4
900 Switchback	2006	09-917	20 lbs	14 hp	Era 2007	1, 2, 3, 4
900 RMK	2006	09-917	20 lbs	14 hp	Era 2007	1, 2, 3, 4

Model Specific Notes (see column #7)

- 1 Some clutching changes recommended.
- 2 ECU must be re-flashed by an authorized Polaris Dealer.
- 3 SLP High Flow™ Airbox Kit highly recommended.
- 4 SLP Torque Arm and Push Arm highly recommended.

Tech Tip:

Long length, deep lug tracks and high horsepower engines put significant load on the mounting system of the engine in a snowmobile chassis. Unwanted engine movement can cause all kinds of problems with a sled. Worn out motor mounts, clutch misalignment under load, higher belt temperature, poor belt life, premature exhaust component failure and inconsistent performance can all be a result of severe engine movement. Inspect motor mounts and replace if needed. Next, install an SLP Torque Arm and/or Push Arm (see pages 16-18) to prevent any future damage to the mounts. They also limit the engine movement for improved performance and reduce the potential for the above issues. This is an important topic for all sleds, particularly for the Polaris 800 Axys.



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Lightweight Silencer for Ski-Doo



Lighten up your snowmobile by replacing the stock silencer with SLP's lightweight version. So what sets SLP silencers apart from the rest? For starters, each SLP silencer has been dyno tested and field verified to insure maximum reliable horsepower is attained while shedding the desired weight. Sound level emissions are also a focus at SLP. We strive for the quality, robust sound that you desire while keeping the sound levels low. Many of our models have been tested by SLP and passed the SAE J-2567 stationary sound test below the state adopted 88 decibel limit (refer to the chart below). All silencers are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	TECHNOLOGY (REFER TO PAGE 69)	SLP TESTED BELOW 88 DECIBELS	
800 Models						
800 REV	2003	09-264	7 lbs	Era 2000	Not Tested	
800 H.O. REV	2004-07	09-264	7 lbs	Era 2000	Not Tested	
800 H.O. Summit REV DPM	2004-06	09-264	7 lbs	Era 2000	Not Tested	
800 H.O. Summit REV non-DPM	2004-06	09-264	7 lbs	Era 2000	Not Tested	
800 H.O. Summit REV Power T.E.K.	2004-06	09-264	7 lbs	Era 2000	Not Tested	
800 R Summit	2007	09-264	7 lbs	Era 2000	Not Tested	
800 XP MXZ and Renegade (Carb)	2008-14	09-291	6.5 lbs	Era 2007	Yes	
800 XP Summit (Carb)	2008-16	09-291	6.5 lbs	Era 2007	Yes	
800 XP MXZ and Renegade E-TEC	2011-12	09-312	11 lbs	Era 2014	Yes	
800 XP Summit E-TEC	2011-12	09-312	11 lbs	Era 2014	Yes	
800 XP MXZ and Renegade E-TEC	2013	09-317♦	11 lbs	Era 2014	Yes	
800 XP Summit E-TEC	2013	09-317♦	11 lbs	Era 2014	Yes	
800 XS MXZ and Renegade E-TEC	2013-17	09-317♦	11 lbs	Era 2014	Yes	
800 XM Summit E-TEC (Including T-3)	2013-17	09-317♦	11 lbs	Era 2014	Yes	
850 Models						
850 MXZ and Renegade G4 REV	2017-18	09-321♦	7.2 lbs	Era 2014	Yes	
850 Summit G4 REV	2017-18	09-321♦	7.2 lbs	Era 2014	Yes	

All of these silencers are compatible with SLP Single Pipe, which allows the pipe to be added at a later date.

♦ This muffler has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.



Clean finish, crisp sound, smooth power! Two thumbs up for SLP on making the Lightweight Silencer a must have for your 850!

-Mason Rutledge

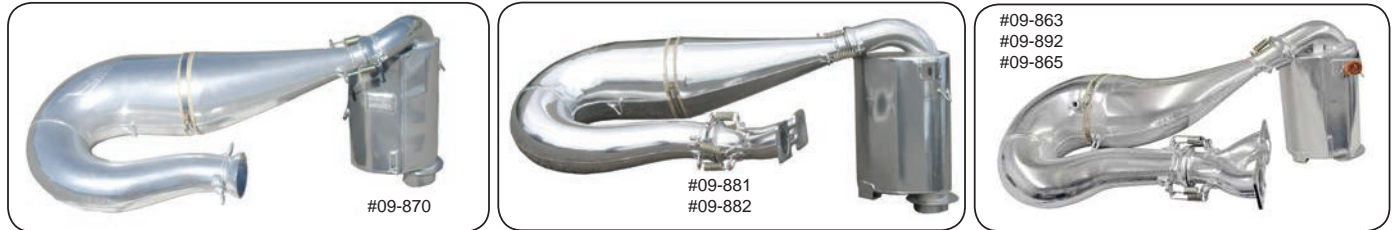


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Single Pipe Sets for Ski-Doo Models



Increased horsepower and lighter weight; two things SLP exhaust systems are well known for. We strive hard to give you the most useable, consistent horsepower available in the snowmobile industry. What sets SLP apart from the rest? Each exhaust system goes through a rigorous engineering process including dyno testing and field verification. This ensures maximum horsepower with unmatched reliability. Most of these exhausts are finished with ceramic coating which not only looks great, but also reduces radiant heat emissions by as much as 40%, resulting in cooler underhood temperatures. Also included in these kits are detailed instructions which include clutching and jetting (if applicable) and EFI mapping information so that you can enjoy the opportunities you have to ride instead of tuning.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS	HORSEPOWER GAIN	TECHNOLOGY (REFER TO PAGE 69)	NOTES (SEE BELOW)
800 Models						
800 H.O. REV	2004-07	09-870	11 lbs	10.3 hp	Era 2000	1, 2, 3
800 H.O. Summit REV DPM	2004-06	09-870	11 lbs	10.3 hp	Era 2000	1, 2, 3
800 H.O. Summit REV non-DPM	2004-06	09-870	11 lbs	10.3 hp	Era 2000	1, 2, 3
800 H.O. Summit REV Power T.E.K.	2004-06	09-870	11 lbs	10.3 hp	Era 2000	1, 2, 3
800 MXZ and Renegade XP (Carb)	2008-09	09-881	13 lbs	5 hp	Era 2007	1, 2, 4
800 Summit XP (Carb)	2008-09	09-881	13 lbs	5 hp	Era 2007	1, 2, 4
800 MXZ and Renegade XP (Carb)	2010-11	09-882	13 lbs	5 hp	Era 2007	1, 2, 4
800 Summit XP(Carb)	2010-16	09-882	13 lbs	5 hp	Era 2007	1, 2, 4
800 MXZ and Renegade XP E-TEC	2011-12	09-863	15 lbs	7 hp	Era 2014	2, 4, 5, 6
800 MXZ and Renegade XP E-TEC	2013	09-865♦	15 lbs	7 hp	Era 2014	2, 4, 5, 6
800 MXZ and Renegade XS E-TEC	2013-16	09-865♦	15 lbs	7 hp	Era 2014	2, 4, 5, 6
800 Summit XP E-TEC	2011	09-892	14 lbs	7 hp	Era 2007	2, 4, 5, 6
800 Summit XP E-TEC	2012	09-863	15 lbs	7 hp	Era 2014	2, 4, 5, 6
800 Summit XP E-TEC	2013	09-865♦	15 lbs	7 hp	Era 2014	2, 4, 5, 6
800 Summit XM E-TEC	2013-17	09-865♦	15 lbs	7 hp	Era 2014	2, 4, 5, 6
850 Models						
850 MXZ and Renegade G4 REV	2017-18	09-867♦	TBA	TBA	Era 2014	TBA
850 Summit G4 REV	2017-18	09-867♦	TBA	TBA	Era 2014	TBA



Model Specific Notes (see column #7)

- 1 Some jetting required.
- 2 Some clutching changes recommended.
- 3 Ported engine required. Horsepower and recommendations are based on an SLP ported engine.
- 4 SLP Tested and passed SAE J-2567 stationary sound test below 88 decibels.
- 5 Includes y-pipe to cylinder gaskets.
- 6 No ECU modification required.

HINT: For easier y-pipe installation on 2010 and newer models we recommend the use of 6mm x 5" long 3/8" drive ball end allen (part# 20-221 on page 104).

♦ This pipe set has 2 coating options. Use part number listed above for Standard Polished Ceramic, for Satin Black add B after the part number. See page 70 for more information on optional coating.

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Lightweight Silencer for Yamaha

Drop 6 ½ pounds of weight off of your Yamaha with this SLP lightweight silencer. As an added bonus it adds 4 ½ horsepower (700 models) and is quiet by design. It is finished with ceramic coating that provides an attractive, protective, and durable finish that requires minimal maintenance and reduces radiant heat from the silencer by 40%.



DESCRIPTION	YEAR	PART #	WEIGHT SAVINGS
600 SX Triple	1999-02	09-220*	6.5 lbs.
600 Mountain Max Triple	1999-02	09-220*	6.5 lbs.
700 V-Max, SX, SXR, & XTC	1997-04	09-220*	6.5 lbs.
700 Mountain Max,	1997-04	09-220*	6.5 lbs.

* Will not work on electric start or reverse models.

Pipe Banding Kits, Universal

Banding the center section of the pipe reduces harmonic vibrations, which lead to premature pipe failure. As an added bonus, pipe ringing sounds are deadened. These banding kits can be used as a replacement for the SLP factory installed bands or as an addition to other brand pipes.



DESCRIPTION	PART #	TYPICAL USAGE
5" to 7" Dia. Clamp Range	090-818	Single/Twin Pipe
Insulation Strap Only	090-958	Single/Twin Pipe

SLP Universal Snow Deflector

When riding in deep snow, the exhaust outlet can become partially plugged, causing reduced performance and even bogging. The universal snow deflector creates a trench in the snow, allowing free flow for the exhaust. It will fit most snowmobiles. The deflector requires a flat mounting area of 1" x 3 ½", just forward of the exhaust outlet.

PART #

090-02



Tech Tip:

An exhaust leak anywhere in the exhaust system (cylinder to y-pipe, y-pipe to pipe, pipe to silencer or silencer to belly-pan) can cause your sled to bog when in the deep powder snow. This is especially noticeable when sidehilling on the exhaust side. Make sure springs are tight and that all seals are in good working order.



Rubber Vibro-Insulator for SLP Exhaust Systems

This rubber vibro-insulator is used on many stock and SLP exhaust systems and silencers.



PART #
090-898

Replacement Exhaust Springs for SLP Exhaust Systems

for SLP Exhaust Systems

*Made of stainless steel for maximum durability and corrosion resistance.

Refer to page 104 for SLP Extension Spring Hook Tools.



LENGTH	PART #
2"	090-40*
2 3/4"	090-47*
3"	090-41



Spring Clip for many SLP Exhaust Systems

This spring clip is designed to be bolted to the chaincase, or riveted to the belly pan or bulkhead to provide an additional spring mounting point for the pipe or silencer.



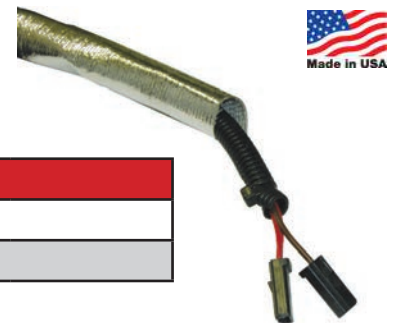
PART #
090-697



Insulated Sleeve

This insulated sleeve provides maximum protection for wires and hoses located near exhaust systems. Great for insulating wire loom where it runs up to the front of the belly pan and hood, where the wires are closer to the pipes. *Sold per foot, cut to length specified.*

DESCRIPTION	PART #
1" diameter, per foot	09-38
2" diameter, per foot	09-40



Thermo-Shield Heat Barrier Reflective Tape

Standard aluminum tape protects plastic from heat. Commonly used on OEM applications on hood and belly pan.

DESCRIPTION	PART #
2 1/2" x 10' Roll	09-36
2 1/2" x 150' Roll	09-37



Extreme Condition Insulated Tape

Thermo-Shield Insulated Tape gives ultimate high-heat protection to hoses and wiring. For use on belly pans or hoods for severe conditions. Thermo-Shield is a combination of materials laminated together to provide a barrier against extreme conditions that underhood components are exposed to.

DESCRIPTION	PART #
1 1/2" x 15' Roll	09-35



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Grafoil Seals for SLP Exhaust Systems



ID	APPLICATION	PART#
1 3/4"	SLP Triple Pipes - Yamaha Viper SLP Twin Pipes - Arctic Cat 600 U-Pipe to Super Silent Muffler - Polaris 800 RZR	090-747
2 1/4"	SLP Twin Pipes - Arctic Cat F/M 700, 800, 900 and Polaris 600 VES / 800	090-980
2 1/2"	Single Pipe to Y-Pipe - Polaris 600 Rush Polaris 500, 600, 700, 800 except 800 CFI and Ski-Doo 600	090-621
2"	SLP Single Pipe to Silencer - Arctic Cat 900 EFI	090-984
2 9/16"	SLP Single Pipe to Y-Pipe - Polaris 800 CFI 2008-10	090-986



Exhaust Flange Gasket for Arctic Cat



Eliminate exhaust leaks with these high tech gaskets. They incorporate spring seal technology to eliminate performance robbing exhaust leaks.

DESCRIPTION	PART#
2010-17 Arctic Cat 800 Twin	090-112



#090-112

Two gaskets required per engine.

Metal Exhaust Flange Gasket for Polaris



Eliminate exhaust leaks with these high tech gaskets. They incorporate spring seal technology to eliminate performance robbing exhaust leaks.

DESCRIPTION	PART#
700/800 Polaris "Big Block" Twin	090-23**
700/900 Polaris 2005-06 CFI IQ	090-25**
2008-10 Polaris 800 CFI and 2015-17 Polaris 800 Axys Models	090-985*
2011-16 Polaris 800 CFI 2 except Axys Models	090-996*
2015-18 Polaris 800 Axys Models	090-985*



#090-23

#090-25

#090-985

#090-996

*One gasket required per engine.

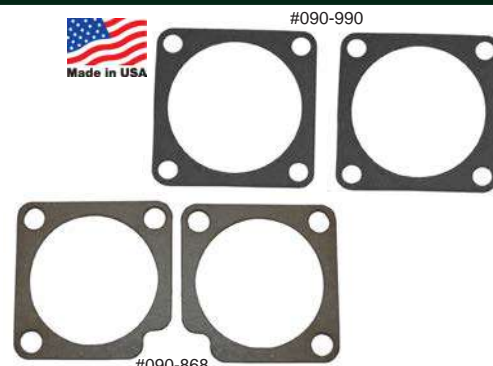
** Two gaskets required per engine

Exhaust Flange Gasket for Ski-Doo



These gaskets eliminate performance robbing exhaust leaks.

DESCRIPTION	PART#
2001-09 Ski-Doo 800	090-990
2010 and Newer Ski-Doo 800	090-868
2017-18 Ski-Doo 850	090-869



#090-990

#090-868

Two gaskets required per engine.

Ultra Black Silicone

This universal sealant has many applications, but is most often used for sealing exhaust system joints and exhaust outlet to the belly pan. Failure to seal these areas properly will result in:

- Horsepower Loss
- Poor Performance
- Ingesting Exhaust Smoke into Airbox
- Inconsistent Horsepower
- Poor Powder Snow Performance
- Premature Wear on Exhaust System Joints

3.35 oz. tube.



PART#
090-24

SLP Mandrel Bent U-Bends

Manufactured using the highest quality materials to precise specifications. All U-Bends have 5" legs. Sold per each.



SIZE	IDMM	PART#
1-1/8" x .049" 2-1/2" R	26mm	090-970
1-1/4" x .035" 2-1/2" R	30mm	090-971
1-1/4" x .049" 2-1/2" R	29mm	090-972
1-1/4" x .049" 3-1/2" R	29mm	090-974
1-1/4" x .035" 3-1/2" R	30mm	090-973
1-3/8" x .049" 3 R	33mm	090-976
1 - 7/8" x .049" 3 R	45mm	998-5750
2" x .049" 3 R	48mm	090-977
2 - 1/8 x .049" 3 R	51mm	090-987
2-1/4" x .049" 3 R	55mm	090-979

Straight Tubing

Sold in 2' sections, please order by description.



Component parts for pipe sets such as: pipe banding kits, grafoil seals, springs, rubber bumpers, heat shields, flanges, and all other parts available separately, please inquire.

CREW (COLD ROLLED ELECTRIC WELDED)			
OUTSIDE DIAMETER	WALL THICKNESS	IDMM	PART#
1-1/8"	.049"	26mm	090-926
1-1/4"	.035"	30mm	090-927
1-1/4"	.049"	29mm	090-928
1-1/4"	.065"	28mm	090-929
1-3/8"	.049"	33mm	090-930
1-3/4"	.049"	42mm	090-964
1-7/8"	.049"	45mm	090-933
2"	.049"	48mm	090-934
2-1/8"	.049"	51mm	090-952
2-1/8"	.065"	51mm	090-936
2-1/4"	.049"	55mm	090-949
2-3/8"	.065"	57mm	090-937
2-1/2"	.049"	61mm	090-938

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Fuel and Timing Products *from Dynojet*

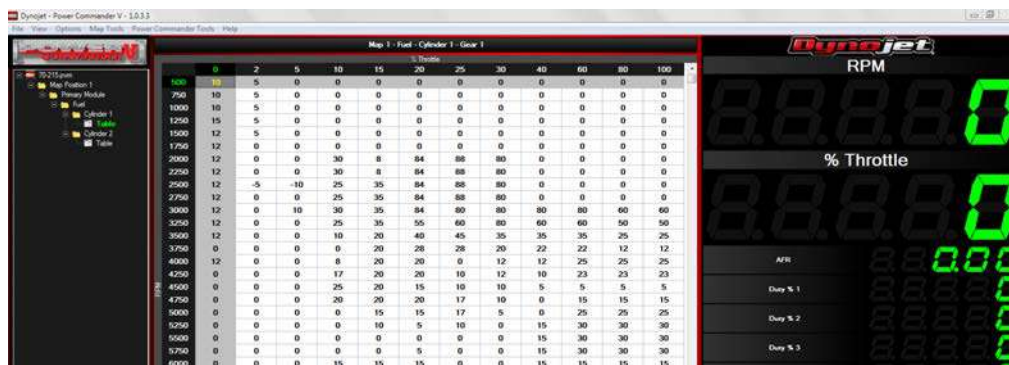
Power Commander V (PCV) and Power Commander Fuel Control (PCFC) are EFI tuning products that allow us to create custom fuel maps for most popular SLP engine combinations. These products are cutting edge technology, allowing fuel maps to be created with pinpoint accuracy. This results in improved throttle response, top end performance, and fuel economy. They plug into the stock ECU and add or subtract fuel from the stock ECU settings. The fuel maps are based on throttle position verses RPM with input points at ten different throttle positions and in 250 RPM increments. For the experienced tuner, these controllers come with a computer link cable and software for custom mapping capabilities. Customers will choose to run either the PCV or PCFC based on desired features, see below and on page 87.

Power Commander Fuel Control (PCFC)

The Power Commander Fuel Control (PCFC) system allows customers a low cost alternative to the Power Commander V (PCV). All of the same fuel maps that are available from Starting Line Products for the PCV can be used in the PCFC as well. The PCFC cannot be outfitted with optional accessories such as Autotune, Wideband 2 and the POD-300 display; and the PCFC does not have ignition timing control capabilities like some of the PCV models. Lower cost and simplicity are benefits of the PCFC. The PCFC does have end user custom fuel mapping capabilities similar to the PCV by plugging into your laptop or PC with the included computer link cable.



DESCRIPTION	PART#
Polaris 2007-13 CFI 4 (except 600 Rush)	70-167
Polaris 2010-14 600 Rush	70-168
Polaris 2013-18 600 Indy	70-168
Polaris 2012-14 600 Switchback	70-168
Polaris 2012-16 600 Switchback Assault	70-168
Polaris 2012-16 600 RMK (except Axys)	70-168
Polaris 2015-18 600 Axys	70-180
Polaris 2011-16 800 CFI 2 (except Ayxs)	70-168
Polaris 2015-18 800 Axys	70-180
Ski-Doo 2009-15 1200 4-TEC	70-169
Yamaha 2009-11 Phazer	70-170
Yamaha 2008-14 Nytro	70-171
Yamaha 2006-10 Apex	70-172
Yamaha 2011-15 Apex	70-173
Yamaha 2014-18 Viper	70-174



Power Commander V (PCV)

The Power Commander V fuel controller gives you the ability to use a pre-programmed SLP map or to create a custom map of your own. Some PCV models also allow ignition timing control capabilities that provide a good horsepower improvement over just controlling fuel alone. SLP has maps for most popular SLP engine configurations. However, if you choose to make a custom map for an engine configuration not supported by SLP, the PCV has the ability to be outfitted with optional tuning/monitoring accessories such as Autotune, Wideband 2 and the POD-300 display.



DESCRIPTION	PART#
Arctic Cat 2007-17 8/1000	70-128
Arctic Cat 2007-17 800/1000 Fuel and Ignition	70-152*
Arctic Cat 2003-11 5/6/700	70-129
Arctic Cat 2014-16 7000	70-156
Arctic Cat 2018 8000	70-199
Polaris 2007-13 CFI 4 except 600 Rush	70-125
Polaris 2010-14 600 Rush	70-138
Polaris 2013-18 600 Indy	70-138
Polaris 2012-16 600 RMK (except Axys)	70-138
Polaris 2012-16 600 RMK CFI-2 with Ignition (except Axys)	70-181*
Polaris 2015-18 600 Axys	70-179
Polaris 2015-18 600 Axys Fuel and Ignition	70-182*
Polaris 2011-16 800 CFI-2 (except Axys)	70-138
Polaris 2012-16 800 RMK CFI-2 with Ignition (except Axys)	70-181*
Polaris 2015-18 800 Axys	70-179
Polaris 2015-18 800 Axys Fuel and Ignition	70-182*
Ski-Doo 2011-12 800 E-TEC XP Chassis	70-139
Ski-Doo 2017-18 850 E-TEC G4	70-197
Ski Doo 2013-17 E-TEC XM/XS Chassis	70-155
Ski-Doo 1200 4-TEC	70-133
Yamaha 2009-11 Phazer	70-145
Yamaha 2010-11 Vector	70-146
Yamaha Nytro	70-127
Yamaha 2006-10 Apex	70-143
Yamaha 2011-15 Apex	70-144
Yamaha Viper 2014-18	70-156
Yamaha 2017-18 Sidewinder	70-198

* Part #70-152, #70-181 and #70-182 have ignition timing manipulation capability. They allow you to program the amount of advance or retard you desire in the area of the map you need it without affecting other areas. SLP currently has a pre-programmed map for most popular SLP combinations for 2012-17 800 Arctic Cat models.

Map Switch and Harness for PCV

This compact switch and harness allows you to switch back and forth between two maps with the flip of a switch. Great for switching between ethanol and non-ethanol maps on Arctic Cat models. Harness is 5 feet long.



PART #
70-153

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Wideband 2 with POD-300 Display *from Dynojet*



This wideband O2 gauge is an extremely accurate and capable unit. Complete with it's own POD-300 Digital Display, it makes precision fuel injection tuning easy. It allows the user to monitor and record O2, throttle position, RPM, and one other 0 to 5 volt analog input such as manifold air pressure, boost pressure, etc. It can be used as a stand alone unit or connected to a Power Commander V (PCV). When connected to a PCV, the injector duty cycle and percent of change can also be monitored and recorded. If desired, with the use of a CAN to CAN cable (PN 70-134) this Wideband 2 can be used as an Autotune unit (refer to the Autotune description below). It has the ability to test the sensor condition at any elevation to ensure the data you are receiving is accurate. This unit is extremely beneficial for precision fuel injection tuning.



DESCRIPTION	PART#
Wideband 2 with POD-300 Display	70-176
CAN to CAN Cable	70-134
Extra Bung/Plug	19-101

POD-300 Display *from Dynojet*

The POD-300 is an accessory display for Dynojet devices that support DJ-CAN; including the popular Power Commander V, Autotune, WideBand 2, and CMD. Simply connect the included CAN cable and you're ready to go; there's no need to tap power or deal with other messy connections. Need to adjust your tune in the field, or datalog the supported channels to further refine your tune? No problem, with the POD-300 you're just a few clicks away from taking advantage of the many features with it's easy to use menu system.

FEATURES

- Real time fuel adjustments
- Display channels real time: RPM, TP, Map Position (When using map switch), duty cycle, fuel changes, ignition changes and wideband air/fuel ratio - (W/WB2 or AutoTune connected)
- Weather resistant for use in all conditions.
- Log channels saved to internal memory and can be viewed / analyzed with DynoJet's Powercore Software
- High contrast display, viewable in direct sunlight.



DESCRIPTION	PART#
POD-300 Digital Display	70-175

AutoTune *from Dynojet*

This Autotune module is another helpful fuel injection tuning aid. How it works is the user programs a target O2 map into the module based on throttle position and rpm. Once it is connected to a PCV with the Autotune feature turned on, the fueling will self adjust to achieve the target O2 numbers as you ride. We have found the best results are achieved when running at a constant throttle position (the use of a throttle stop is beneficial to keep the throttle position constant). There are some areas where manual tuning is still mandatory due to other systems that are in place on the factory fuel injection system. SLP has initial O2 map recommendations for you to start with. Please inquire for more detailed information specific to your model.



DESCRIPTION	PART#
AutoTune	70-126
Extra Bung/Plug	19-101

Bully Dog GT Module

for **2011-18 Polaris 600/800 CFI 2 & Axys**



Features, functions and flexibility...all in one unit.

Bully Dog tapped into the stock Polaris ECU and can use their GT module to monitor and data log all of the stock inputs such as throttle position, RPM, intake air temperature, exhaust gas temperature and so forth. It also has the ability to read and erase Diagnostic Trouble Codes. Used in this manner, the GT module is a tuner/troubleshooter's best friend.

And there's more! Another feature of the GT module is that it can be used to download custom maps into the stock ECU. These maps have been created by Starting Line Products for use with the SLP Stage 3, Stage 4 and Stage 5 Performance Kits for 2013-17

800 CFI 2, Stage 3 and Stage 4 Performance Kits for the 800 Axys. **Note:** The original stock map is stored in the GT and can be re-loaded into the ECU by using the GT module.



DESCRIPTION	LOADED MAPS	PART#
Bully Dog GT Module	2013-15 800 CFI-2 w/SLP Stage 3, Stage 4 and Stage 5	70-500
Bully Dog GT Module	2015-18 800 Axys w/SLP Stage 3	70-512
Bully Dog GT Module	2015-18 800 Axys w/SLP Stage 4	70-514

NOTE: The Part #70-500 GT Module can be used on 2011-12 CFI 2 models as a monitoring device. SLP does not have any maps available for 2011-12 models.

BoonDocker™ EFI Control Box



This Control Box from BoonDocker™ Performance features an LCD screen with 5-button interface which allows a user to modify the fuel map without a laptop or PDA. The Control Box modifies the existing fuel map so the user does not have to create a new map from scratch. It has the ability to add and remove fuel at specific RPMs to optimize engine performance for different engine combinations. These Control Boxes have the ability to sense nitrous pressure and adjust fuel delivery automatically. Fuel and nitrous delivery are controlled by the box. If one system should fail, the other will be shut off automatically to prevent engine damage or poor performance.



CONTROL BOX FOR EFI WITH NITROUS CONTROL	
DESCRIPTION	PART#
Arctic Cat 2009 and older 800, all 600/700/900	57-50
Arctic Cat ALL 2010 and newer 800/1000 Models	57-147
Polaris 2005-06 IQ	57-63
Polaris 2007-10 600 HO ALL models 2007-10 700 HO CFI, 2008-10 800 CFI	57-82
Polaris 2011-12 800 CFI	57-139
Polaris 2013 800 CFI	57-144
Polaris 2014 800 CFI	57-148
Polaris 2015-18 800 Axys	57-148

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Wideband Air/Fuel Gauge by Koso

This wideband air/fuel ratio gauge gives you precise information so that you can tune your engine for maximum performance and fuel economy. It features a programmable warning point that turns the display screen from blue to red and flashes when it is exceeded. **Kit contains:** Gauge bracket, oxygen sensor, sensor bung, and cap. We recommend using the Part #19-97 2 cycle O2 sensor adapter to extend the life of the O2 sensor when used in 2 cycle applications.



Recommended for EFI only.

DESCRIPTION	PART#
Air/Fuel Gauge	19-93
2 Cycle O2 Sensor Adapter	19-97

Extra Weld on Bung/Plug

PART#
19-101



Dual EGT Gauge by Koso

Dual digital display with backlighting for night use. It features a programmable warning point (temperature) that turns the display screen from blue to red and flashes when it is exceeded. Measures 2 3/8" X 4 7/8". Sold as a complete kit including mounting bracket and probes with clamp on or weld on capability. The gauge can be set to read either Fahrenheit or Celsius.



DESCRIPTION	PART#
Dual EGT with quick response probe	19-89

Dual EGT with RPM and Water Temperature by Koso

Dual digital display with backlighting for night use. It features a programmable warning point (EGT temp, water temp and rpm) that turns the display screen from blue to red and flashes when it is exceeded. Measures 2 3/8" X 4 7/8". Sold as a complete kit including mounting bracket, water temp sensor (with 1/8" pipe thread 1/4" nose length) and probes with clamp on or weld on capability. The gauge can be set to read either Fahrenheit or Celsius.



For use without disabling stock water temp electronics use Hose Splice Adapter (#19-77 on page 91).

DESCRIPTION	PART#
Gauge with quick response probe	19-102

Single EGT Gauge by Koso

Single digital display with backlighting for night use. It features a programmable warning point (temperature) that turns the display screen from blue to red and flashes when it is exceeded. Measures 1 5/8" X 4". Sold as a complete kit including mounting bracket and probe with clamp on or weld on capability. The gauge can be set to read either Fahrenheit or Celsius.

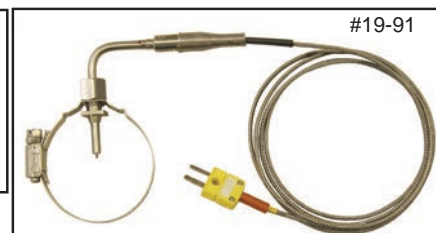


DESCRIPTION	PART#
Single EGT with quick response probe	19-90

EGT Probes for Koso Gauges

Replacement Probe and probe clamp. Part #19-91 and #19-95 include probe clamp.

DESCRIPTION	PART#
Standard Response Probes	19-95
Quick Response Probe	19-91
Probe Clamp 40-60mm	19-92



Water Temp Sensor Hose Splice Adapter



Add a water temperature gauge to your snowmobile without having to remove the stock sensor or disable the stock water temperature safety electronics. It installs easily on any 1" inside diameter hose by simply cutting the water outlet hose and splicing back together with this adapter. Includes adapter and two hose clamps. It is compatible with any 1/8" pipe water temp sensor with maximum nose length of 1/2".



Does not include water temperature sensor.

PART#

19-77

Voltage Meter *by Koso*

Monitor your battery voltage with this digital volt meter. We have found it useful to know your voltage especially when running in extreme cold weather with lots of accessories being used. The battery voltage in these conditions can be drawn down to the point that if you shut off your engine, there is not enough power to restart it. When the voltage is lower than 11.5 volts, the screen will flash to warn you.



PART#

19-113

Super Slim Style Temperature Gauge *by Koso*

This gauge is ultra thin (less than 1/2" thick) with a blue back light. The display range is from 32-248°F and the gauge will flash to warn you when temperature exceeds 248°F. Supplied with one temperature sensor. Requires 12V DC found on most late model snowmobiles to power it. If your sled has no DC power, use the AC to DC converter (see below).



PART#

19-109

*For use without disabling stock water temp electronics use Hose Splice Adapter (#19-77 see above).
Air Temp Sensor size: 1/8 NPT (5/16" nose length, 1/2" overall length including threads).*

Mini 3 Dual Temperature Gauge *by Koso*

This miniature dual temperature gauge is lightweight and compact with the ability to monitor two separate temperature inputs. The display range is from 32-248° F (0-120° C) and the gauge will flash to warn you when temperature exceeds 248°F (120°C). The inputs can be used to measure differential water temperature, water temperature and intake air temperature, or even intercooler temperature on turbo models. Supplied with 2 temperature sensors. Requires 12V DC found on most late model snowmobiles to power it. If your sled has no DC power, use the AC to DC converter (see below).



PART#

19-108

*For use without disabling stock water temp electronics use Hose Splice Adapter (#19-77 see above).
Air Temp Sensor size: 1/8 NPT (5/16" nose length, 1/2" overall length including threads).*

AC/DC Converter *by Koso*

Convert AC power into DC power with the use of this converter. It requires approximately 12 to 30 volts AC input and will output approximately 12 to 15 volts DC. The maximum recommended load is 6 watts.



PART#

19-112

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Chassis

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Engine

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High Flow™ Air Horn Intake Kit

for **Firecat, M7 and 2006 Crossfire 700**

This High Flow™ Air Horn Intake Kit provides more airflow to your engine, which improves throttle response, peak horsepower, and running consistency. **A good improvement for stock sleds, mandatory for modified ones.**

DESCRIPTION	PART#
Firecat Models	14-292
M7 & 2006 Crossfire 700	14-291



High Flow™ Intake Kit for **Crossfire 8/M8/HCR, 800/1000 Crossfire R/CFR Crossfire 1000/M1000**

The stock M and Crossfire 800/1000 intake is quite restrictive, primarily in the nose of the hood where the air intake tapers down and connects to the bellows. We have eliminated this restriction by increasing the volume of the air intake in this area. This intake kit further maximizes consistency by utilizing two additional vents that are positioned low and forward. These vents draw in cold dense air, even when the upper outside stock intake vents get partially plugged in deep powder snow. It increases midrange power for better throttle response and delivers an **additional 2 horsepower peak.**

DESCRIPTION	PART#
2007-11 800/1000 Models	14-305



High Flow™ Intake Kit

for **2012-17 Arctic Cat 800 Twin**

Eliminate the restriction in the stock intake with the addition of this SLP High Flow™ intake kit. This kit reduces the vacuum placed on the airbox by 50% through strategically adding two Powder Valves™ with pre-filters. The way they work is as soon as the engine intake needs more air than the stock system can provide, the Powder Valves™ open, delivering the required amount of air to the engine. As an added benefit the intake air temperature sensor is relocated closer to the throttle bodies, providing more accurate temperature reading to the ECU. This results in increased throttle response, more top-end power and better consistency. Sold in kit form.

DESCRIPTION	PART#
2012-17 Arctic Cat 800	14-323



Intake Air Temperature Sensor Relocation Kit

for **2012-17 Arctic Cat 800 Twin**

This kit relocates the air temperature sensor closer to the throttle bodies, providing more accurate and consistent temperature reading to the ECU. This results in increased throttle response and better consistency. Sold in kit form.

DESCRIPTION	PART#
2012-17 Arctic Cat 800	14-199





Powder Valves™ for 2018 Arctic Cat 8000 Models

These trick flapper valves provide 40% more airflow to the engine. They are activated by air box vacuum. As soon as the engine intake needs more air than the stock system can provide the Powder Valves™ open, delivering the required amount of air to the engine. This kit utilizes a Powder Snow Pre-Filter over the Powder Valve™ to keep water and snow out of the intake tract.

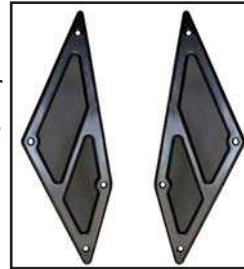
PART #
14-143



High Flow™ Intake for Polaris 600/800 Axys Models



This attractive new High Flow™ intake kit provides 57% more air intake surface area for better airflow to the engine and less chance of plugging in deep snow. To further enhance the shedding of snow and ice, these intake vents utilize a new polymer plastic material on the injection molded frame. We have found this material substantially reduces the adhesion of snow and ice in most conditions when compared to other plastics. Combined with our ever popular water repellant prefilter material this intake kit is very beneficial to all Axys models, and nearly mandatory in extremely deep powder snow conditions.



PART#
14-327

High Flow™ Intake for Polaris Rush and Pro-Ride Chassis (NOT for Axys models)

This High Flow™ Intake provides 90% more air intake surface area for better airflow to the engine. It provides additional air in a protected location on the dash to help prevent plugging in deep snow.

DESCRIPTION	YEAR	PART#
600 Models		
600 Rush	2010-14	14-307
600 Switchback	2012-14	14-307
600 Switchback Assault	2014-16	14-307
600 RMK <i>except Axys</i>	2012-16	14-307
600 Indy	2013-18	14-307
800 Models		
800 Rush	2011-14	14-307
800 Switchback	2012-14	14-307
800 Switchback Assault	2011-16	14-307
800 RMK Assault	2011-15	14-307
800 RMK <i>except Axys</i>	2011-16	14-307
800 Indy	2014-16	14-307



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High Flow™ Air Horn Intake Kit for 2000-05 Edge, 2006-09 600 HO, 2007-12 600/700 Cleanfire IQ and 2008-10 800 HO



#14-115

The SLP High Flow™ Air Horn Intake Kits converts the top of your airbox to increase intake air velocity. This gives more available air volume into the airbox, improving atomization efficiency of fuel, in turn improving throttle response and delivering an **additional 3 horsepower peak**. Good improvement for stock sleds, **mandatory** for modified ones. Best when used with two Flow-Rite™ Intake Kits on Edge models (page 98) or an Upper Dash Vent for IQ models (page 100).



DESCRIPTION	PART#
2000-02 Edge XC	14-107
2002-05 Pro X & RMK, 2003-05 XC 2006-09 600 HO IQ Carb	14-115
2007-12 600 HO CFI IQ / 700 H.O. CFI, 2008-10 800 HO	14-123

High Flow™ Intake Kit for Polaris 600/700/800 Edge

This High Flow™ Intake Kit maximizes airflow through the hood and into the engine. It utilizes our Powder Snow Pre-Filter Kit (page 100), High Flow™ Air Horn Kit (see above), and (2) Snap-In Style Flow-Rites™ (page 98).



#14-131 Pictured



DESCRIPTION	PART#
2000-02 XC Edge	14-130
2002-05 Pro X & RMK, 2003-05 XC	14-131

High Flow™ Intake Kit for Polaris 600/700/800 HO

This High Flow™ Intake Kit maximizes airflow through the hood and into the engine. It utilizes our Powder Snow Pre-Filter Kit (page 100), High Flow™ Air Horn Kit (see above), Flow-Rites™ (page 98) or Upper Dash Vent (page 100).



#14-140 Pictured

DESCRIPTION	PART#
2006-09 600 HO Carb	14-126*
2007 600/700 CFI	14-127*
2008 600/700 CFI <i>except</i> 700 RMK	14-127*
2008 700/800 CFI RMK	14-140**
2009-11 ALL IQ models, 2012 600 Shift <i>except</i> Touring, FST, 550/600 Shift short track, and Rush	14-140**

*Includes (4) 2" Snap-In Flow-Rites™

**Includes (1) 14-135 Upper Dash Intake Vent

High Flow™ Air Box for 2005-06 Polaris 700/900 IQ



This High Flow™ Air Box Kit increases cold air delivery to the engine by substantially reducing air intake restriction. This increased air flow results in a substantial increase in throttle response, more horsepower, and improved running consistency. Not only does it deliver an **additional 4 horsepower**, but it also **sheds an amazing 12 lbs. of weight**. This kit also comes with a new aluminum belt guard that allows air in and around the clutches for cooler running, better consistency, and increased belt life.



DESCRIPTION	PART#
Polaris 700/900 RMK/Switchback	14-285*

*Radiator must be removed.

Powder Valves™

for **Polaris IQ, IQ RMK, Rush, Pro-Ride and Axys Chassis**



These trick flapper valves are installed in the back of the air box to provide additional airflow to the engine. They are activated by air box vacuum. When the stock intake begins to plug in deep powder snow conditions, these valves open to deliver the necessary airflow that the engine demands. This substantially improves consistency when running in deep powder snow conditions. Sold per pair.



#14-132
#14-136
#14-148



#14-132



#14-148
with #14-141
Pre-Filter installed



#14-141

DESCRIPTION	PART#
6/7/800 HO IQ and IQ RMK	14-132
Rush and Pro Ride	14-136
Axys Models	14-148
Pre-Filter	14-141*



*Will not work on Rush and Pro-Ride models.

Not for IQ race or Axys Chassis.

Powder Valves™ for Ski-Doo XP 800



These trick flapper valves are installed in the top of the airbox on Ski-Doo 800 models to provide additional airflow to the engine. They are activated by air box vacuum. When the stock intake begins to plug in deep powder snow conditions, these valves open to deliver the necessary airflow that the engine demands. This substantially improves consistency when running in deep powder snow conditions. Sold per pair.



#14-134

DESCRIPTION	PART#
2008-17 XP 800 Carb	14-134
2011-13 XP 800 E-TEC	14-137
Pre-Filter	14-141*

*Will only work with part number 14-134.



#14-134
#14-137



#14-141

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Powder Valve™ Intake Kit

for **Ski-Doo 850 G4**

This intake kit eliminates the restriction found in the air box to increase airflow to the engine, which provides more horsepower and throttle response. It utilizes one of our Powder Valves™

and pre-filters which are strategically placed in the lower air box in a position where it draws cool air. It is activated by air box vacuum.

As soon as the engine intake needs more air than the stock system can provide, the Powder Valve™ opens, delivering the required amount of air to the engine allowing it to run at its peak.

Kit includes: Powder Valve, pre-filter and installation hardware.

PART#

14-328



Made in USA

High Flow™ Intake for **Ski-Doo REV** except RT Chassis

The REV's stock intake is restrictive and its placement is prone to plugging with powder snow and ice. This results in a significant loss in horsepower, which makes the sled inconsistent when running in deep snow. This High Flow™ Intake Kit corrects these problems by providing more than double the surface area for added airflow to the engine. Its placement, as well as its design, which utilizes a powder snow pre-filter that repels snow and water, reduces the tendency of powder snow and ice plugging.

DESCRIPTION

High Flow™ Intake Kit for REV

PART#

14-119



Made in USA

High Flow™ Intake for **Ski-Doo XP** except E-TEC

This High Flow™ Intake Kit increases the air intake surface area by 33% to reduce intake plugging in powder snow conditions. It is located higher than the stock intake and within reach of the rider so that any snow that collects can be easily wiped away. This kit consists of a molded plastic adapter that seals between the stock air box and the hood along with an intake grate that utilizes our pre-filter material that repels snow and water while passing air right through.

DESCRIPTION

High Flow™ Intake, XP (except) E-TEC

PART#

14-129



Made in USA

High Flow™ Intake for **Ski-Doo 800 XM/XS** Chassis

This High Flow™ Intake kit adds additional intake surface area to provide more available cold air to the engine for more horsepower and running consistency. It utilizes our famous Powder Valve™ system that is vacuum operated and only opens when the demand of the engine places a vacuum on the air box. It combines these with a filter placed in the side of the cowling just in front of the fuel tank and above the tunnel. The kit fully seals the surrounding area to insure that only cold air is being induced into the system. It is especially beneficial when running in deep snow conditions where the stock filters are being plugged.

DESCRIPTION

2013-17 800 E-TEC Summit XM

PART#

14-324

2013-17 800 E-TEC MXZ/Renegade XS

14-324



Made in USA



MOTO TASSINARI V-Force 3 Reed Valves



Moto Tassinari's V-Force 3 Reed Valve System features a patent pending reed tip shape that accelerates the air mixture over the reed tips for even more airflow and horsepower. Applying this technology to their incredibly successful double v-block reed cage design, which doubles the reed tip surface area allowing more airflow with less reed petal movement, the V-Force 3 increases efficiency throughout the entire powerband. This results in explosive acceleration, sharper throttle response, improved fuel economy and significant horsepower gain. **Reed Valve Kits include complete cages, with petals, stops and gaskets.**

ARCTIC CAT	
DESCRIPTION	PART#
All ZR/ZL 500/600, SnoPro thru 2008	22-100
F & M 5/6/7/800, ZR/ZL/MC 800, ALL 900, Crossfire 6/800	22-103
All Triple	22-101
F & M 1000	22-153
Polaris	
DESCRIPTION	PART#
All Reed Valve Twins except 600 HO Carb and CFI Twins	22-106
Reed Valve for 2005-06 700(755)/900 IQ models	22-138
Reed Valve for 600 HO Carb	22-139
Reed Valve for 600/700/800 HO CFI except Axys Chassis	22-158*
All Reed Valve Triples	22-107
Ski-Doo	
DESCRIPTION	PART#
99-04 MXZ 440/500/600, Summit 600, 500SS	22-111
600 H.O. / 700 / 800 Twin ZX Chassis except models with Round Slide Carbs	22-112
600 H.O. / 800 H.O. (REV Chassis) / '07 800R except SDI	22-113
800R XP Chassis	22-133
800 E-TEC	22-134
All 700 Twin with roundslide carbs, 600 SDI	22-151
Yamaha	
DESCRIPTION	PART#
All 600/700 Triples	22-119

* New V-Force 3R reed valve system. Developed and tested to ensure the very best in both performance and reliability. Unique rubber over-molded reed tip surface of the reed cage for drastically enhanced petal life.

Replacement Gaskets for V-Force 3 Reeds



FOR REED SET PART#	GASKET PART#
22-100, 22-101	22-124
22-103, 22-153	22-125
22-106, 22-107	22-127
22-138, 22-139, 22-158	22-144
22-111	22-129
22-112, 22-113, 22-133, 22-134, 22-151	22-130
22-119	22-132



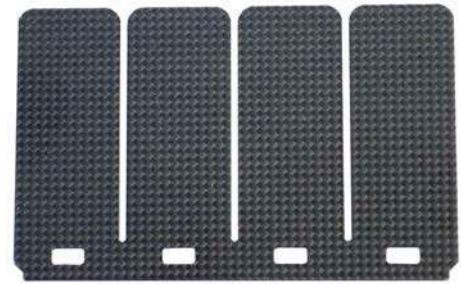
Gaskets are sold per each and 2 are required per each cylinder.

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Replacement Petals for V-Force 3 Reeds



FOR REED SET PART#	PETAL PART#
22-100, 22-101 with 2 Petal Reed	22-156
22-100, 22-101 with 3 Petal Reed	22-122
22-103, 22-153 with 3 Petal Reed	22-150
22-103, 22-153 with 4 Petal Reed	22-123
22-106, 22-107, 22-111	22-128
22-138, 22-139, 22-143	22-155
22-112, 22-113, 22-133, 22-134, 22-151	22-150
22-119	22-122
22-158	22-159



Reed petals are sold per set for each reed cage. Order one set per each cage.

SLP Flow-Rite™ Intake Kits



Eliminate air intake restrictions by installing the Flow-Rite™ in the dash for more air box feed. The Flow-Rite™ is supplied with a powder snow pre-filter that repels snow and water, yet passes air right through. A must for modified sleds. **Sold per each.**

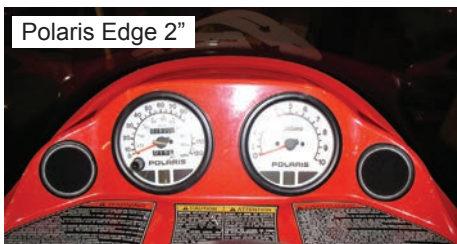
Part #14-189 and 14-194: SLP part numbers 14-189 and 14-194 are made using a rubber flange to attach the Flow-Rite™ to the surface that it is being installed in. This rubber flange conforms itself to a wide variety of contoured shaped and textured surfaces for a universal mounting system.



Part #14-197: SLP part number #14-197 is designed for ease of installation on flat or nearly flat surfaces. It requires a 2 1/2" size hole saw, which is readily available from any hardware store. Installation is a snap: hole saw the hole, deburr the edges, clean hole saw shavings and snap Flow-Rite™ into place.

INSIDE DIAMETER	OUTSIDE DIAMETER	REQUIRED HOLE SIZE	PART#
2"	2 11/16"	2 3/8"	14-194
2"	2 3/4"	2 1/2"	14-197*
2 1/2"	3 5/8"	3 1/8"	14-189

* Snap-In style Flow Rite™ (Part #14-197) is recommended for use in the dash only. Use rubber flange style for other locations.



Polaris Edge 2"



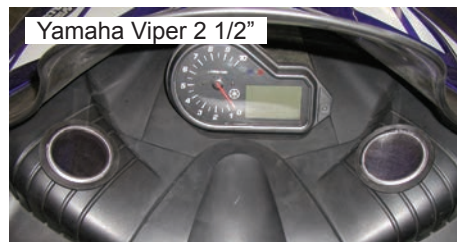
Polaris Gen II 2 1/2"



IQ RMK/Switchback 2"



Ski-Doo ZX 2"



Yamaha Viper 2 1/2"



Yamaha SX & MM 2 1/2"

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
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Flow-Rite™ for Speedometer or Tachometer Hole



Eliminate air intake restrictions by installing the Flow-Rite™ in the dash for more air box feed. The Flow-Rite™ is supplied with a powder snow pre-filter that repels snow and water, yet passes air right through. A must for modified sleds. **Sold per each.**



PART#

14-258

Speedometer Hole Block Off Plug

This universal plastic block off plug is designed to plug any 4 1/2" diameter hole for an attractive method of removing the excess weight of your speedometer and cable.

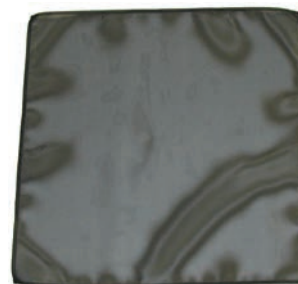


PART#

32-462

Universal Powder Snow Pre-Filter

These universal SLP Powder Pre-Filters are perfect for custom intake areas on many modified sleds. They work extremely well in areas that are exposed to airborne powder snow. This unique filter material repels snow and water yet passes air right through. Sold per each.



DIMENSIONS	PART#
13 3/8" x 7 1/4"	14-160
10 5/8" x 9 1/4"	14-164
18" x 18"	14-253
16" x 24"	14-289
36" x 60"	14-308

Powder Snow Pre-Filter

for *Arctic Cat Mountain Cat and ZR models with air intake grate above footwell*

Eliminate the stock air intake grate from plugging with the SLP powder snow pre-filter kit. This unique material repels powder snow and water while passing air right through. A must for anyone riding in powder snow conditions.



DESCRIPTION

PART#

Black

14-207

Headlight Adjustment Knob Pre-Filter

for *Polaris IQ Models*

The opening around the headlight adjuster is a direct shot into the air intake of the IQ chassis. Keep snow, road grime, and other foreign matter out with this pre-filter kit from SLP. Fastened with hook and loop fastener and a special plastic dart to allow you easy access to the headlight adjustment knob. Highly recommended for stock or mod-ified sleds. Sold in kit form.



PART#

14-133

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
- Misc.
- Index

Powder Snow Pre-Filter

for **2000-2005 Polaris Edge Chassis**

This intake filter eliminates powder and ice build up on the OEM foam, which restricts airflow. This special pre-filter material repels snow and water, yet maintains high airflow. Sold per pair.

PART#

14-196



Powder Snow Pre-Filter Kit

for **Polaris IQ and Raw Chassis**

This Powder Snow Pre-Filter Kit for Polaris IQ RMK/Switchback models increases intake surface area for increased performance. It also eliminates the stock foam filters that are prone to falling out and getting lost. The pre-filter securely fastens to the hood to provide a more positive seal for improved cold air intake with less chance of snow ingestion through intake vents. This kit features an attractive brushed aluminum grate which utilizes a special pre-filter material that repels snow and water, yet maintains high airflow. Sold per pair.



DESCRIPTION	PART#
2005-08 ALL IQ models except 2008 700/800RMK	14-227
2009-14 ALL IQ Touring, FST and 550/600 Shift short track	14-227
2008 700/800 CFI RMK	14-229
2009-12 ALL IQ models except Touring, FST and 550/600 Shift short track and Rush Chassis	14-229

Note: Flow-Rite™ Intake Kits pictured not included.

Upper Dash Intake Vent for **Polaris IQ Models**

This vent provides an additional 30% air intake surface area to increase the amount of air available to the engine on stock and modified sleds. It is highly recommended when riding in powder snow conditions. It features an attractive plastic grate which utilizes a special pre-filter material that repels snow and water yet maintains high airflow.

PART#

14-135



Pre-Filter for **Ski-Doo REV**

The stock air intake of the REV is known for plugging when running in powder snow conditions. Eliminate this plugging problem with the SLP Powder Snow Pre-Filter. This unique material repels powder snow and water while passing air right through. A must for anyone riding in powder snow conditions.

PART#

14-198



Replacement Fasteners



DESCRIPTION	PART#
11/64" Plastic Dart (3/8" reach), per ea.	14-249
11/64" Plastic Dart (3/8" reach), 10 pack	14-272
3/16" Plastic Rivet (5/8" reach), per ea.	14-223
3/16" Plastic Rivet (5/8" reach), 10 pack	14-228

Holtzman ATACC

Automatic Temperature & Altitude Carburetor Compensator

This compensator automatically adjusts carb jetting for temp and altitude changes.



The ATACC uses the patented temperature compensation found in the TEMPA FLOW coupled with a patent pending barometric pressure adjustment, providing complete automatic fuel flow adjustment. For snowmobile applications the ATACC leans the fuel mixture at temperatures above -20°F (-29°C) and can easily be set for other minimum temperatures. The unique air pressure sensing section also allows the ATACC to easily be set for any minimum altitude. This product provides compensation for normal temperature changes as well as elevation changes of over 10,000 feet (3000 meters).



DESCRIPTION	TURN ON TEMP.	PART#
Snowmobile except Polaris with TM Rack Carbs & Airbox Venting	-20°F (-29°C)	14-239
Polaris with TM Rack Carbs & Airbox Venting	-20°F (-29°C)	14-303
One Way Drain Valve (Optional)		14-271

All Polaris models with TM-38, TM-40 Mikuni Carbs with airbox venting order Part #14-303.

Holtzman Tempa Flow

This regulator significantly improves engine efficiency and performance.

The **TEMPA FLOW** automatically tunes single or multiple carburetors for changes in ambient temperature, maintaining a more constant air/fuel mixture from 1/8 to wide open throttle. Using this regulator, a typical stock snowmobile run at +40°F (+4°C) ambient temperature



will deliver 6% more horsepower while using 8% less fuel. A manual adjustment provides for altitude compensation. An air jet kit is also available, which can be used to slightly adjust the fuel flow versus temperature curve. **A must for running at a broad range of temperatures.**



DESCRIPTION	TURN ON TEMP.	PART#
Snowmobile <u>except</u> Polaris with TM Rack Carbs & Airbox Venting	-20°F (-29°C)	14-237
Arctic Cat Firecat	-20°F (-29°C)	14-326
Polaris with TM Rack Carbs & Airbox Venting	-20°F (-29°C)	14-294
Ski-Doo XP	-20°F (-29°C)	14-326

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
- Fuel Systems
- Gauges
- Intake
- Tools
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Air Density Meter

Another great tool for serious engine tuners, this Air Density Meter measures air density and displays it digitally. As altitude, temperature, and atmospheric pressure change, engine performance will change as well. This meter instantly tells you if the conditions have changed so that proper jetting changes can be made to compensate and keep the engine running at its peak. This meter is especially beneficial for those who ride in a wide variety of areas at different elevations, atmospheric conditions, and for racers.



PART #

19-105

Temperature Sensor Bypass Plug

The Polaris 600/700/800 Twin with Premium/Regular key switch setting retards the timing if water temperature exceeds a certain level. These sensors fail, and when they do, your sled will not run properly. This simple bypass plug allows you to disconnect the temperature sensor as a quick and easy troubleshooting test.



PART#

22-135

Uni-Filter Snow Filters for Snowmobiles

Protects your engine for better performance and life. Filter has angled neck for easy installation. For use in airborne powder snow conditions, order the optional Powder Snow Pre-Filter. This pre-filter material is a unique material that is water repellent in order to keep powder snow and water out of the airbox and engine.



DESCRIPTION	PART#
44mm Carb	14-044
Pre-Filter, each	14-226

SLP is your source for Mikuni and Keihin Tuning Parts!

	DESCRIPTION
Mikuni	Main Jets
	Pilot Jets
	Standard Needles
	Standard Needle Jet 36-38mm Carbs
	Standard Needle Jet 40-44mm Carbs
	Needle E-Clip Shim .020" (#14-254)
Keihin	Main Jet & Pilot Jets
	Needle E-Clip Shim .020" (#14-254)

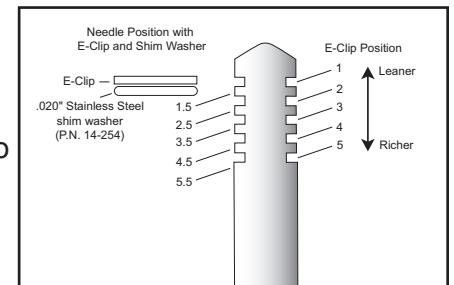


Needle Shim by use in Mikuni Carbs

Fine tune your engine with the use of needle shims from Starting Line Products. These needle shims allow you to vary your needle clip positions in half step increments. Especially beneficial for the serious tuner to acquire every last ounce of performance and fuel economy. Fits all late model Mikuni rack style and Keihin PWK carbs. Sold per each.

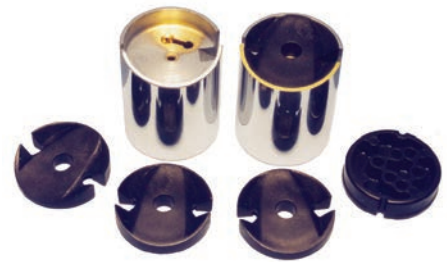
PART#

14-254

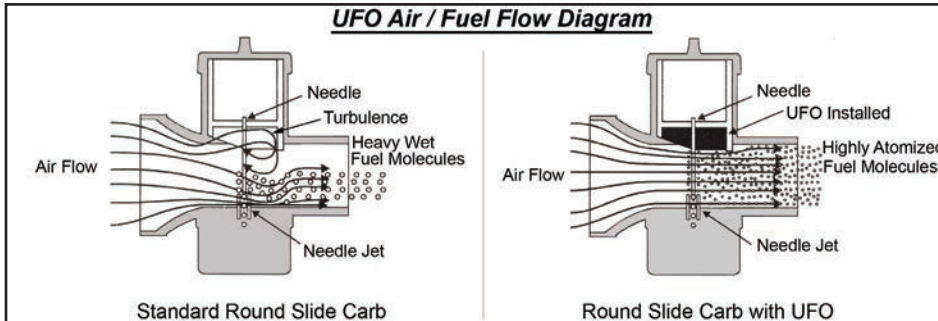


UFO (Ultimate Fuel Optimizer)

The UFO is a simple, trouble free, aerodynamic piece that fits Mikuni Round Slide Carbs from 32 to 44 mm. The UFO makes a normal round slide carb outperform the more expensive flat slide carb by eliminating turbulence and increasing airflow and velocity, creating a highly atomized fuel charge. Normal gains are 3/4 to 1 HP per 100 cc of engine displacement. (Rejetting and tuning are required).



UFO Air / Fuel Flow Diagram



Benefits Include:

- * More horsepower with less fuel
- * Broader powerband
- * Explosive throttle response
- * Superior fuel atomization
- * Less sensitive to temperature, altitude and jetting changes
- * Cleaner emissions
- * Cooler running engine

Without the UFO, air hits the forward wall of slide cavity, creating a rolling air turbulence forcing poorly atomized fuel droplets to the lower portion of carb bore, resulting in poor fuel atomization and performance.

With the aerodynamic UFO filling the slide cavity, the rolling air turbulence is eliminated. The higher velocity airflow pulls the fuel further up the needle and higher in the carburetor bore, resulting in superior fuel atomization.

DESCRIPTION	PART#
32-34 mm Carbs	14-59
36 mm Arctic Cat	14-60
38 mm Carbs, All	14-60
40-44 mm Carbs	14-62

Sold per each carburetor. A triple carbureted sled will require 3 kits.

Piston Light, Stylus® Reach™ High Intensity LED

This lightweight, flexible, high intensity LED flashlight is perfectly suited for attaining piston wash readings from your engine. Its unbreakable true white LED bulb allows you to distinguish colors of all shades, making piston wash patterns easier to read. It can also be used to illuminate many other hard to reach places on your snowmobile, ATV, motorcycle, automobile, etc. With up to 60 hours run time on 3 "AAAA" size alkaline batteries, it can also be used as a light source if you happen to get stranded. Extended, it is 14 inches long and folds to a compact 7 inches. Batteries are included, **bulb life is rated at 100,000 hours**, and flashlight is warranted for life.



PART#
20-147



Small Engine Compression Gauge

This compression tester is designed specifically with the small engine in mind. High accuracy for the air volume that smaller cubic inch engines have. Short, firm walled but flexible hose (7 1/2" long) for quick readings without repeated cranking to "pump up" long and soft automotive type hoses. Small diameter (1 5/8") gauge to get into areas with limited space. 14 and 18mm thread size on one fitting to eliminate changing ends for different sparkplug hole sizes. The trim size makes this gauge easy to carry in a tool bag or for the shop. Perfect for snowmobiles, motorcycles, ATV, or any other 2 or 4 cycle engine.

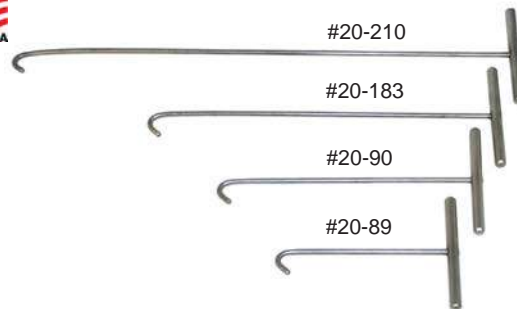


PART#
20-149

Extension Spring Hooks

Special tool made for installing and removing all exhaust system springs or any spring that requires a pull to release. Made of stainless steel for strength and rust resistance. 4", 6", 8" or 12" extended reach.

SIZE	PART#
4"	20-89
6"	20-90
8"	20-183
12"	20-210



6mm x 5" Long 3/8" Drive Ball End Allen

This tool is highly recommended for installation of SLP Single Pipe on 2010 and newer Ski-Doo 800 models. It makes installation of y-pipe quicker and easier. It can also be used on Arctic Cat and Polaris models.

PART#
20-221



Tool Bag

Handy roll-up style bag holds enough tools for trail riding or racing, and includes a zipper pouch for small tools.

PART#
46-52



Tools not included.

Shock Spring Tool

Used for removing springs from the suspension shock. Quick, simple, and safe. Use for adjusting spring tension or removal and installation of spring.

PART#
20-83



Deburring Tool

Quickly and easily debur sharp, rough edges on plastic or metal with this compact tool.

PART#
20-154



LiquiVac

Quickly and easily remove old oil or anti-freeze without the mess. Simply insert the suction hose into the dipstick tube or coolant bottle, then apply a vacuum to the LiquidVac tank with several strokes of the high volume hand pump. The LiquidVac's powerful vacuum action quickly draws the old fluid into its big 2 gallon capacity tank.

PART#
20-148



ECU Power-Up Cable for *Polaris CFI Models*



This Power-Up Cable is used with an external 12 volt battery to provide power to the ECU and Fuel Pump of the CFI system. This makes it possible to check and adjust the Throttle Position Sensor (TPS) alignment between the Power Commander and stock ECU without the engine running. It also powers up the optional Dyno Jet LCD Display, which is quite handy when using this display as a tuning aid. It is also extremely beneficial in re-pressurizing the fuel system if fuel pressure has ever been blown off, most commonly done when changing the fuel filter or performing other fuel system service work. Rather than being forced to crank the engine over multiple times by hand with the recoil to re-pressurize the fuel system, simply connect this Power Up Cable to initialize the fuel pump. Then pull the rope a couple of times and the engine will fire up as it normally does.



PART#

20-212

TPS (Throttle Position Sensor) Tester

Test and adjust your TPS setting quickly and accurately with this specialty tool. Our TPS Tester Kit includes a wiring harness that connects to Arctic Cat and most Polaris carb models, as well as a special TPS Screwdriver and detailed instructions. **Not for Polaris CFI models.**



PART#

20-193

Degree Wheel

The Degree Wheel may be mounted on the flywheel or PTO end stub to verify degree marks or check port timing. Use it in conjunction with the dial indicator for the most accurate timing, or port degree measurements.



PART#

20-91

Dial Indicator Timing Set

The dial indicator threads into the spark plug hole to provide accurate measurement of piston travel and flywheel timing marks. A 14mm spark plug hole adapter is included with the gauge.



PART#

20-92

Piston Pin Puller

Remove or install piston wrist pins easily with this puller from SLP. The body of this puller is made of a special high strength composite which **eliminates marking, scarring or distortion of the piston**. The face of the body of this puller is specially designed to bridge recessed wrist pin bosses found on late model pistons in order to provide a straight, precise pull each and every time. It is provided with three different sized nuts, which fit wrist pins from **15mm through 24mm**.



PART#

20-181

Skis

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Maximum Duty Flywheel Puller

for **Polaris Snowmobiles, Watercraft, and ATV**

Pull those tough flywheels with ease using this SLP built puller. The strongest and most durable flywheel puller available, its outside diameter measures 3 ¼ inches and its base is 1 ½ inches thick. It is made only for 3 bolt pattern flywheels. For 2 and 4 bolt pattern flywheels, use SLP part number 20-205 (shown below). This puller is supplied with high quality grade 10.9 bolts: six 6mm short, six 6mm long, and three 8mm long.

PART#

20-142



Universal Heavy Duty Flywheel Puller

for **ALL 2-Stroke Snowmobile Models and Polaris 800 RZR**

Pull those tough flywheels with ease with this SLP built puller. Strong and built to last for years. This puller is designed with specially shaped slots that allow its use on all two-stroke snowmobile flywheel bolt patterns. Puller includes high quality grade 10.9 bolts: six 6mm and four 8mm.

PART#

20-205



Spider Nut Tools

for **Arctic Cat and Polaris Drive Clutches**

For easy removal of spider locking nut. These tools are made of high quality steel to precise specifications for ease of use and durability.

DESCRIPTION	PART#
Arctic Cat All models through 2009 and 2016-18 Models with Rapid Response Primary Clutch	20-146
Arctic Cat 2010-15 Models <u>except</u> 4-Stroke	20-206
Polaris (All)	20-74



Spider Tools

for **Arctic Cat and Polaris Drive Clutches**

This high quality tool allows you to remove or install even the most stubborn spiders easily. It is manufactured from high quality steel to precise specifications.

DESCRIPTION	PART#
Arctic Cat 6 and 9 Tower Clutch and ALL Polaris	20-75
Arctic Cat Rapid Response Clutch	20-301



TRA Fork Tool for **Ski-Doo**

A must for all Ski-Doo owners. This handy tool holds buttons in place when changing weights or springs in Ski-Doo TRA Drive Clutches. Sold per set of three.

PART#

20-156



Spider Button Removal Tool *with* Belt-to-Sheave Clearance Gauge for **Polaris Drive Clutch**



Remove spider buttons quickly and easily without damage with this tool from SLP. Simply slide tool onto button and lift to remove. This tool also has a precision gauge to measure belt-to-sheave clearance for both 1.438" and 1.460" belt widths. Improper belt-to-sheave clearance will cause poor performance.



Sold Per Each

DESCRIPTION	PART#
Spider Button Removal Tool	20-201

Cam Arm Bushings

Replaces worn Arctic Cat, Polaris, Lightning or MTX™ Clutch Weight Bushings to maintain best performance. Reduce weight and roller wear due to worn bushings.



#20-216 and #40-200 Pictured

DESCRIPTION	PART#
Replacement Bushings, Each	40-28
Replacement Bushings, 3 pack	40-200
Weight Bushing Tool	20-216

Spider Rebuild Tool for **Polaris**

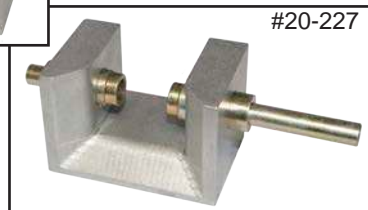
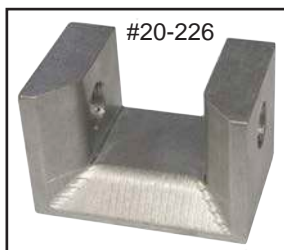
The best and simplest tool for removing pin and roller from Polaris spider. Self-aligns, removes, aligns new parts, (including shims) and installs new pin. No vise needed.



PART #
20-85

Alignment Block for Spider Rebuild Tool for **Polaris**

This alignment block was designed to work in conjunction with our popular spider rebuild tool (part# 20-85) to easily remove and install rollers, pins and washers in the spider assembly. Choose to either purchase it individually if you already have one of our spider rebuild tool sets or as a combo if you are purchasing for the first time.



DESCRIPTION	PART#
Alignment Block Only	20-226
Alignment Block and Spider Rebuild Tool Combo	20-227

SLP Clutch Sheave Clamp Tool

The sheave clamp tool holds the sheave in place when collapsed for changing clutch weights without removing outer cover or clutch from crankshaft. An absolute must for field tuning. Sold per each.



DESCRIPTION	PART#
Arctic Cat <i>except</i> Rapid Response	20-165
2016-17 Arctic Cat with Rapid Response	20-86
Polaris Snowmobiles	20-86
Polaris ATV/RZR	20-225
Yamaha Snowmobile	20-161

- Skis
- Brake
- Chassis
- Clutching
- Controls
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Clutch Puller

SLP's clutch pullers are designed to pull even the toughest clutches that other pullers struggle with. Made of high quality heat treated material, this tool is built to last.



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ARCTIC CAT	
DESCRIPTION	PART#
Arctic Cat, 96 & newer 6 & 9 Tower Clutches	20-137
Arctic Cat ALL 1000, 2010-15 5/6/800 & Z1	20-186
2016-18 Arctic Cat with Rapid Response Clutch	20-186
Polaris	
DESCRIPTION	PART#
1985 and newer Polaris models with Fuji twin and triple engines <i>except</i> 7/800 XCR	20-72
1997-99 Polaris Indy 6/700 Twin	20-129
Polaris 1999-00 XCR 7/800, 2000-18 5/6/7/8/900 Twins, and FST 2011-18 RZR 900 XP, 2014-18 RZR 1000 XP, 2014-18 Ranger XP 900	20-136
Polaris 550 Fan	20-141
Polaris ATV and 570/800 RZR, 800 RZR-S, 800 RZR-4	20-207
Ski-Doo	
DESCRIPTION	PART#
Ski-Doo TRA 1988 and Newer	20-213
Ski-Doo 850 G4 2017-18	20-228
Yamaha	
DESCRIPTION	PART#
Yamaha SX/SRX/Mtn Max 97 & Newer	20-139

Clutch Holding Tool

This premium tool offers the proper method to hold the drive clutch from rotating while removing or torquing the clutch center bolt. Unlike other clutch holding tools that are laser cut, this tool will not hard-mark or damage the clutch, making it a far superior tool. It also features powder coating for durability with a cushion grip for comfort. This tool is a must for quick, easy and damage free clutch removal.



DESCRIPTION	PART#
For Arctic Cat , Polaris , Yamaha	20-202

Tension Adjustment Scale

Finally! An easy method of measuring and setting tension. This scale has a range of 0 to 25 pounds. It is very accurate and has a "tattle tale" marker to help measure more precisely. It can be used in many areas on a snowmobile that call for a specific tension such as secondary clutch breakaway tension, track tension, water pump belt tension, etc. A must for any performance minded tuner.



PART#
20-182

MTX Weight™ Rivet Set/Removal Tool

This tool allows you to fine tune your MTX Weights™ quickly and easily by setting or removing rivets. Specifically designed to be used in the field (but can be clamped in a vise for shop use) it is compact and lightweight, yet robust enough to be used time and time again. Also sets and removes Yamaha clutch weight rivets.



PART#
20-155

Clutch Holding Fixture for **Arctic Cat** and **Polaris** Drive Clutches

Bolt to a bench or secure in a vise for solid holding of a clutch for spider removal to shim belt-to-sheave clearance or service the spider.

- Contacts all webs for maximum support to eliminate clutch web damage
- Center hold down for much greater holding stability while applying off center torque
- Quick spin down knurled thumb nut
- Adjustable center post
- Single person operation, even on the most difficult spiders



#20-197

#20-162

DESCRIPTION	PART#
Arctic Cat 6, 9 Tower and Rapid Response Clutches <u>except</u> 4-Stroke	20-197
Arctic Cat F8, M8, F1000 <u>except</u> 4-Stroke	20-197
Polaris Snowmobiles, 2016-17 Polaris RZR Turbo	20-162

Spring Compression Tool for 2012-15 Arctic Cat Driven Clutch (except Diamond Drive), 2016-18 BOSS Models and Ski-Doo TRA Drive and RER Driven Clutch



Arctic Cat: Change the driven clutch spring easily and safely with this SLP Spring Compression Tool. Designed to be used in a vise or mounted to a bench.

Ski-Doo: Change the drive or driven clutch spring easily and safely with this SLP Spring Compression Tool. Designed to be used in a vise or mounted to a bench.



Arctic Cat Driven

TRA Drive

RER Driven

Not for Ski-Doo G4, XP, XM or XS Driven Clutches

PART#
20-143

- Skis
- Brake
- Chassis
- Clutching
- Controls
- Engine
- Exhaust
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SLP Clutch Press Tool



SLP Clutch Press Tool has been widely accepted as the most efficient clutch compression tool available. This revolutionary drive and driven clutch servicing tool is designed specifically for compressing and holding springs for ease of assembly and disassembly. This tool is specified in many factory repair manuals as a required specialty

tool for clutch compression. Wrestling with the clutch or need for a second person to help is now history. Made compact, the SLP tool can be used for field testing or production clutch repair on the shop bench. High quality metal construction with powder coated finish provides a quality, functional tool that is extremely durable. Allows disassembly and assembly of most Rapid Reaction Secondary Clutches without any adapters.



DESCRIPTION	PART#
Arctic Cat Drive/Driven Clutches except Diamond Drive Driven and 2012-18 models	20-222
Arctic Cat 2016-18 Models with Rapid Response Drive will not work on BOSS Driven Clutch	20-222
Polaris Drive/Driven Clutches (Including ATV, RZR, Ranger, P2, TEAM Rapid Reaction and Tied Clutches)	20-222
Ski-Doo Driven Clutches except OEM RER Clutches	20-222
Yamaha Drive/Driven Clutches	20-222



Skis

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Rapid Reaction™ Spring Compressor

Compress and change TEAM Rapid Reaction™ Clutch springs safely and easily with this spring compression tool.



PART#

20-173

Clutch Alignment Tools

Check and set clutch alignment quickly and easily with these precision tools.

Improper clutch alignment results in the following:

- Loss of performance due to poor clutch efficiency
- Excessive clutch heat resulting in extreme wear ridges on sheaves as well as heat cracks that can result in clutch failure.
- Lower fuel economy

NOTES:

- ¹ Not for electric start.
- ² Part # 20-191 is set for the TSS-98 clutch, but has measurements to allow its use on the TSS-04 and Tied Clutches.
- ³ Part #20-188 is set for the TSS-04, P-2 and Tied Clutches when using the Polaris belt Part #3211115.
- ⁴ Part #20-188 is set for the TSS-04 and Tied Clutches when using the Ski-Doo belt Part #417 300 377



DESCRIPTION	PART#
Arctic Cat <i>except</i> Diamond Drive™ and 2012-16 models	20-164 ¹
Arctic Cat 2012-15 with TEAM Tied Clutch	20-188
Polaris with button style clutch	20-150 ¹
Polaris with Rapid Reaction TSS-98, TSS-04, Tied and P2 Clutches	20-191 ^{1, 2}
Polaris with Rapid Reaction TSS-98, TSS-04 and Tied	20-188 ³
Ski-Doo with Rapid Reaction TSS-98, TSS-04 and Tied	20-188 ⁴
Yamaha 2-Stroke Models	20-163 ¹

Not for Polaris Rush, Pro-Ride or Axys models.

Belt Removal and Deflection Adjuster

for **2007-16 Arctic Cat *except* Models with BOSS Secondary**



Easily adjust your belt deflection to proper specifications for maximum performance and belt life with this trick tool from SLP. It also incorporates a means for easy belt removal and installation.



DESCRIPTION	PART#
2007-15 Diamond Drive Models	40-127
2012-16 F, XF, M and 2014-15 ZR	40-132

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Diamond Drive™ Track Socket and Nut for Arctic Cat

This socket is required to remove track, brake or driveshaft from the sled. It can be used with a 1/2" impact or ratchet. The nut is a locking nut that needs to be replaced if removed.

DESCRIPTION	PART#
Track Socket 2004-06 (4 pin socket and nut)	20-168
Brake Retainer Nut 2004-06 (3 pin nut)	20-169
Track Socket 2007-14 (4 pin socket)	20-176
Brake Retainer Nut 2007-14 (4 pin nut)	20-177



Track Drill

Drill tracks quickly for studs or anti-wear pads with this long lasting drill. Cuts 5/16" holes.

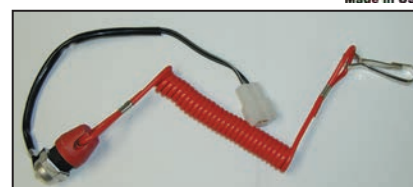
PART #
20-160



Tether Switch

Required in all forms of racing, this tether is high quality and dependable. Use it for that extra margin of safety for trail and mountain riding. Works with all normally open kill systems.

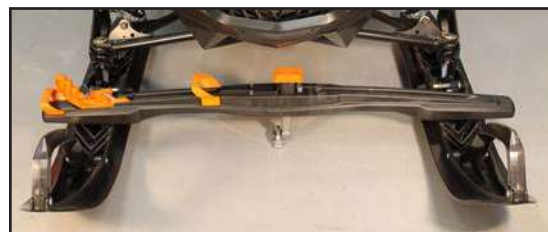
DESCRIPTION	PART#
Tether Kit	42-40
Tether Cord Only	42-41



Note: This tether will **not** work on Ski-Doo models that have a computer chip in the stock tether. This will also **not** work on Arctic Cat or Yamaha 4-stroke models.

Superclamp II Pro™

This tie down system eliminates reaching over your salt shield, or way under your sled's belly pan. Everything is done from the side of your sled. It can be locked for security when traveling and is designed using highly engineered FIBER REINFORCED HERMOPLASTIC for an extremely strong, lightweight (5 lbs), durable tie down system. *Sold per each.*



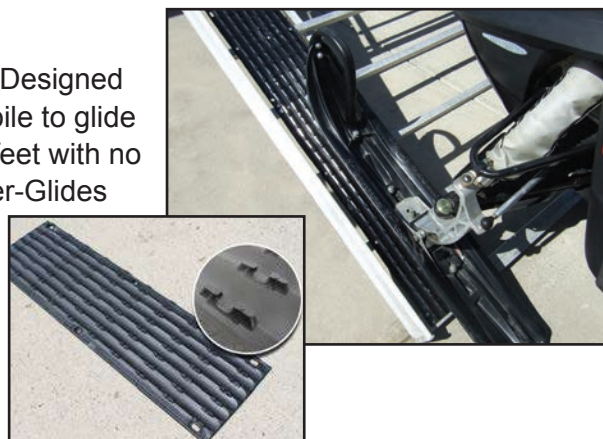
DESCRIPTION	PART#
Superclamp II - Front	28-43
Superclamp II - Rear	28-44
Additional Deck Hooks	28-42



Super-Glide II Pro™

Protect trailer or truck decks with the Super-Glides II Pro™. Designed for both snowmobile and ATV use, they allow your snowmobile to glide across the deck easily but provide great traction for tires or feet with no slipping. Incorporates a design on the underside of the Super-Glides II Pro™ to disappate water to prevent premature rot of wood decks due to trapped in moisture. Each kit contains 8 - 30" pieces (20' total length, 8.5" wide), mounting hardware and instructions.

PART#
28-45



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SLP Team Hat

This hat utilizes a lightweight breathable fabric shell with a moisture wicking band to provide excellent comfort. This attractive hat features a 3D embroidered SLP logo on the front of the hat with EST. 1972 on the brim. Adjustable rear closure for one size fits most.

DESCRIPTION	PART#
Summer Grey Hat	60-58



SLP Beanie

For those cold days try one of our SLP Beanies. Lined with Thinsulate™ insulation to keep your head and ears warm and comfortable.

DESCRIPTION	PART#
Beanie - M to L	60-62
Beanie - XL to XXXL	60-49



SLP Stickers and Banners

Stickers - Our SLP Logo decals are on high quality 3M Transfer material which is great for your Snowmobile, trailer or truck.

Banners - Get your own SLP banner and dress up your garage or showroom. These banners are extremely durable, made of high quality fabric with die sublimation process to provide years of use.

DESCRIPTION	PART#
STICKERS	
2 1/4" x 1 1/4" Logo, per each	60-41
3 1/4" x 5 3/8" Logo, per each	60-60
7" x 3" Logo, per each	60-12
7 1/2" x 3 1/2" Oval Logo	60-55
11 1/2" x 4" Logo, per each	60-8
18" x 9 1/2" Logo, per each	60-9
18" x 39" Oval Logo	60-57
BANNERS	
2' x 4' Banner	60-70
3' x 5' Banner	60-71
2'6" x 6' Banner	60-72



#60-55
#60-57
#60-60

#60-12
#60-57
#60-60

Did You Know?:

Even if your engine is dialed in with a checklist of high performance parts, you can still be missing performance once the track hits the snow. One critical item that is often overlooked is the belt. Belt durability of newer model sleds is better than ever. They will often go for miles and miles without coming apart. Just because the belt is still in one piece does not mean that it is performing properly. Measure your belt and compare with a new one. If you find signs of significant wear - replace it. Once you know you have a good belt, set the belt deflection according to manufacturer specifications. When settings up our shop sleds we will run the belt as tight as we can without the belt squeeling at an idle. Don't forget to periodically check and reset your deflection during the riding season. The performance difference with a good belt and proper deflection is amazing.



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Limited Warranty

Starting Line Products, Inc. warrants each product it manufactures to be free from defect in material and workmanship for the purpose it was intended. Starting Line Products, Inc. shall not be liable for damage or delays caused by defective material or workmanship; it is limited to the repair or replacement, at its factory, of any defective article or part thereof, which may be returned to the factory; transportation charges prepaid, within 60 days after shipping date to original purchaser. Starting Line Products, Inc. shall be the sole judge of the existence of any defect in the article returned. No claim for charges incurred in the removal, disassembly, or reinstallation of such article will be allowed. This warranty shall not cover any article which has been misused or neglected or damaged by accident; any article which has been altered outside the Starting Line Factory, or the performance of any engine or equipment on or in which any article of the company's manufacturer is used. Starting Line Products, Inc. shall, in no event, be liable for consequential damage or contingent liability arising out of any total or partial failure to function of any article manufactured by, if, or of any engine or equipment on or in which it is used. Failure of a user to give notice of claim as to defect claimed under the provisions of this warranty within sixty (60) days of the appearance of such claim shall constitute a waiver by customer of all claims with respect to such goods and equipment. No expressed, implied, or statutory warranty other than that herein set forth is made or authorized to be made by the company.

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