

STRAIGHTLINE **PERFORMANCE**

2012-17 Arctic Cat 800 Lightweight Muffler 131-152 Polished Ceramic

Straightline's lightweight mufflers are one of today's standards with low decibel readings and a great low tone. The 131-152 Arctic Cat Lightweight Muffler loses 13lbs. Straightline also offers a single pipe for with an additional 8hp gain and 3lbs weight savings.

Installation Instructions

1. Remove old muffler and keep all stock springs. (all but one will be used)
2. Using the 2 rubber bumpers slide both of them over by the chain case side by side as shown in picture #1.
3. Loosen the spring tab (located with arrow) as shown in picture #2 and rotate to facing upwards.
4. Next, install the supplied tab (ws-380) backwards onto the stock chain case bolt as shown. Install oil line so that it can rest on the bent part. Route zip tie around hose and through hole, and tighten. Picture in #5
5. Next, remove the one rubber grommet on the stock muffler and install into the Straightline muffler the same as removed from the stock one.
6. Install the muffler and spring down the back of the muffler onto the tab that was twisted up onto the muffler. (picture #4)
7. After installation inspect the rubber grommet under the chassis to be sure that it is not pushed up into the chassis. (#3)





#5



#6

The lower part the muffler mount with grommet will rest against the frame as shown above.

**Be sure the muffler has no manufacture defects.
If the muffler has been run/used there are no warrantees for fitment.**

Quantity	Part #	Descriptions	In Box
1	131-152	Muffler	
1	WS-380	Clip with 2 Holes	
1	NP-209	Zip Tie	
1		Sticker	
1		Directions	

Checked and Packaged By

Technical questions please email tech@straightlineperformance.com



Facebook @ straightlineperformanceinc

Youtube @ straightlineperfin

Twitter @ straightlineperf

Straightline Performance 15250 Hornsby St Forest Lake, MN 55025 651-466-0212 www.straightlineperformance.com



Care and Maintenance of Ceramic Coatings

Congratulations on having your parts ceramic coated. These coatings are highly durable and will last for many years with proper care. Their longevity and appearance may be affected by the way you maintain and care for the coating.

PLEASE NOTE: EXCESSIVE EXHAUST GAS TEMPERATURES CAN DULL CERAMIC COATINGS ON EXHAUST MANIFOLDS AND HEADERS.

The proper care and maintenance of your headers is important for maintaining a long lasting shine you will be proud of for years to come. For most maintenance, going over the part with a micro fiber or terry cloth using high quality metal polish is all that is required.

Keeping your exhaust system looking like new, is a simple task that is often overlooked or disregarded. However, those that take the time to properly clean and polish these components, not only have an engine compartment they are proud to show off, they greatly extend the service life of their exhaust components. While other bolt on items may be inexpensive to replace, custom headers and/or exhaust systems can be very expensive items. Especially if they are ceramic coated, chromed, or made from Stainless steel. Therefore it is essential to provide proper maintenance on a regular basis.

Exhaust system corrosion will occur if moisture (condensation) is present in the exhaust system. Make sure that the vehicle is driven at least 20 to 30 minutes, when ever the vehicle is started, to completely eliminate any moisture that is created by the combustion process. Failure to do so may result in the pipes rusting from the inside out (excluding stainless steel).

When storing your vehicle for an extended period of time, be sure the area is of low moisture as this will help from condensation producing rust. Wipe down the headers and dry thoroughly, then coat the headers with WD-40. Pay particular attention to the areas where the tubes are welded to the header flanges and where the tubes come in close proximity to each other. These areas are prone to rusting, as most coatings are unable to get between the tubes in these areas, during the coating process. If rust occurs, it will travel into and under the coating. When you are ready to start the vehicle after storage, remove the WD-40 by soap and water. Start the vehicle and heat the exhaust till all the moisture is out of the exhaust.

If you ever have any oil burned on or surface deposits from water, or other liquids, more aggressive measures will need to be taken. We have found that wet sanding the stained area with #0000 steel wool or extremely fine scotch brite is all that is needed to remove and then polish as you would when cleaning your headers.

POLISHING:

Once all foreign matter has been removed, the thermal barrier coating may be polished with a clean soft cloth and a non-abrasive metal (aluminum) polish such as Satin Gloss, MAAS, Mothers Mag and Wheel Polish, Blue Magic, Metal Magic, or Eagle One Mag Polish. For the satin finish a periodic scrubbing with a red or gray Scotchbrite pad may be used to remove oils and contaminants from the coating surface.

Please keep in mind that we CAN'T get coating where there is no space between the metal, therefore these areas are subject to rust if the metal can rust. Also with used rusty parts there are places that the blasting media cannot reach to remove all the rust and the coating does not adhere to rust. Exhaust designs with open and/or removable tubes and welded flanges can last a LIFETIME!