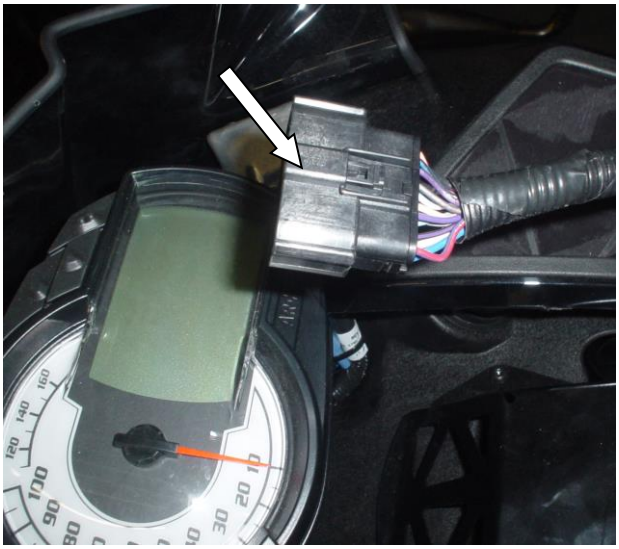
2012-17 Arctic Cat 800 F/XF/M Straightline Single Pipe
131-153 Polished Ceramic
Operating RPM 8300

The 131-153 Arctic Cat Single Pipe is 3.2 lbs lighter than stock! Straightline also offers a lightweight muffler that removes an additional 13.1 lbs weight savings.

Installation Instructions

1. Installation of the SPI single pipe requires removal of the stock hood assembly. Start by unplugging the main hood harness located just under the main instrument panel. Next remove 4 bolts; 2 just left and right of the handlebars, and the other 2 just above each shock mount. (see pictures 1,2,3 below)
2. Remove the stock single pipe and keep all factory springs.
3. Undo the stock fuel line from is current position and relocate it to the upper side of the frame as shown. wrap heat tape around the hose and stock plastic tap as shown in picture #4 and #5.
4. Install heat tape to the underside of the hood as shown on pictures #6 and #7. Be sure to use 2 layers.
5. Remove the stock rubber bumper for the factory pipe and re-install into the SPI pipe as shown in pictures #8 & #9.
6. Install the pipe into the chassis, spring the head pipe and muffler assembly together.
7. Install the one single spring under the pipe and be sure the grommet is sitting properly on the chassis as shown in picture #8 & #9.
8. Install the heat temp sensor on the upper corner of the pipe. Be sure to use an anti-seize product on the threads. #12
9. Re-install the hood and check all clearances. **The SPI single pipe does require a fuel map.** We do have complete maps available at no charge; check the website as www.straightlineperformance.com for mapping updates.

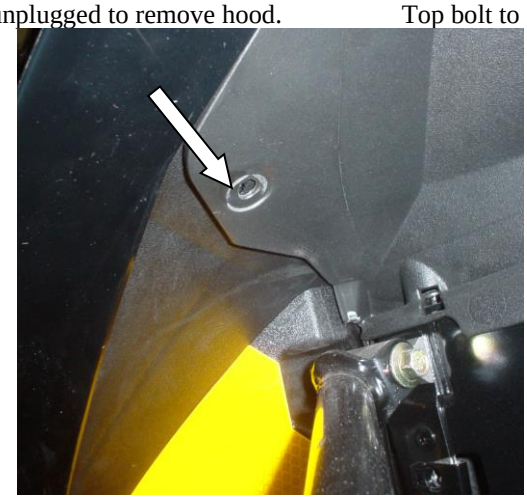


#1

Hood Harness Plug that will need to be unplugged to remove hood.

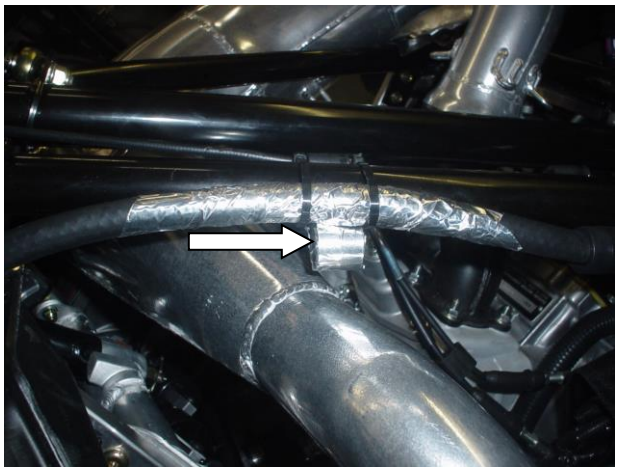
#2

Top bolt to remove on upper part of hood.



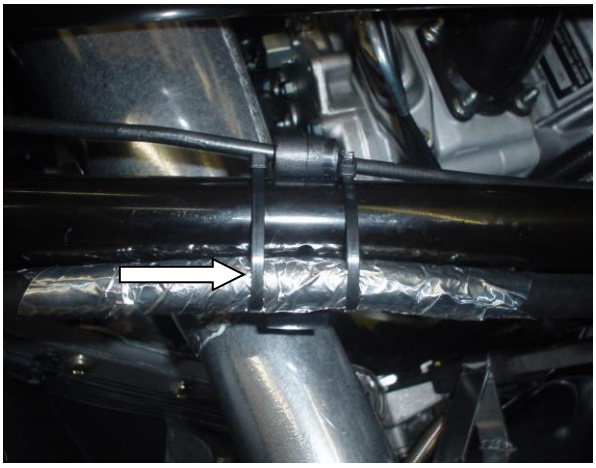
#3

Lower bolt that will need to be removed just above the front shock.



#4

Arrow – Cover Plastic tap with Heat Tape.

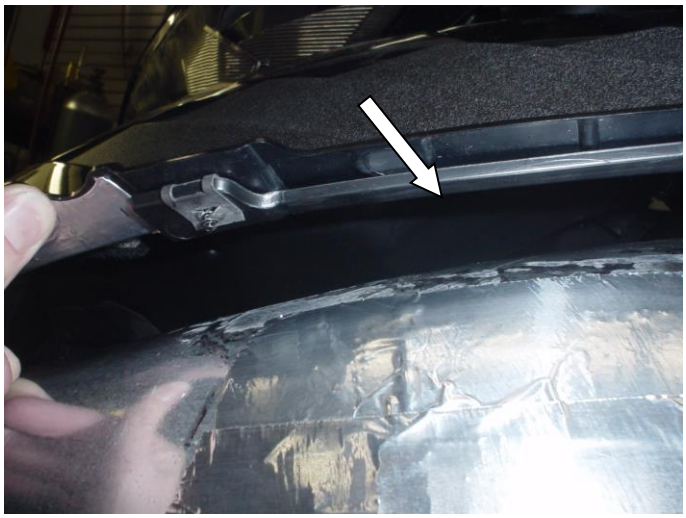


#5

Arrow – Zip tie on both sides of the holder so the hose cannot move.

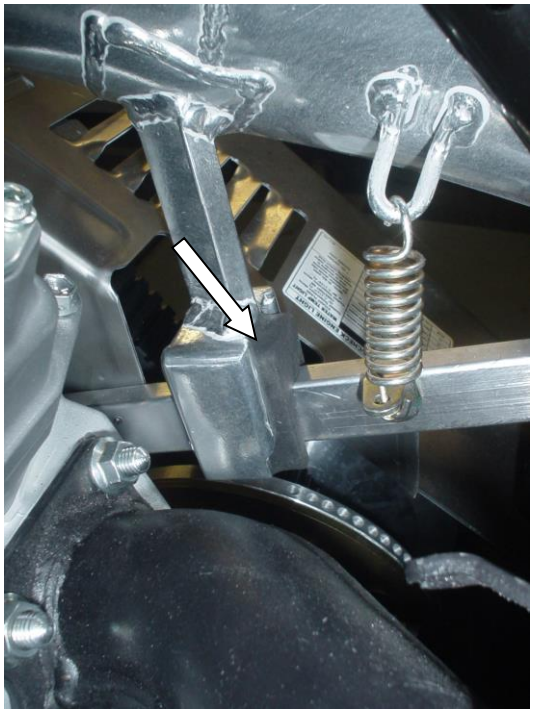
#6

Cover the edge of the hood with 2 layers of heat tape as shown above. Cover from one bolt to the other. Each arrow indicates the 2 bolts.



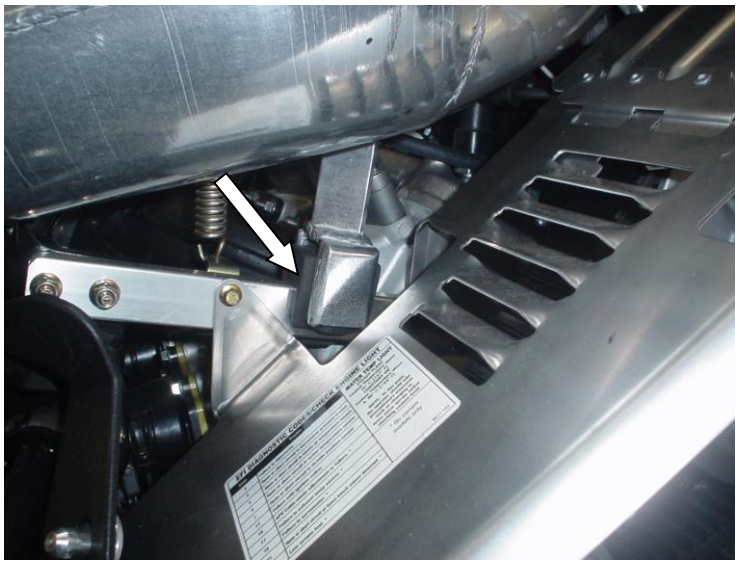
#7

Arrow marks the area to be adding the heat tape on the hood. After installation there should be ¼" of clearance from pipe.



#8

Mount and spring installed.



#9

Proper location of the new SPI mount.

#10

Install Heat Temp Sensor into SPI pipe as Shown.

Complete Installation of the SPI Exhaust System.

Check out Straightline @ www.straightlineperformance.com

Tech questions can be handled via e-mail at tech@straightlineperformance.com
Sales questions can be handled via e-mail @ sales@straightlineperformance.com

BOM

Quantity	Item #	Descriptions	In Box
1	131-153	Pipe	
2	NP-209	Zip Tie 6" Black	
4		Heat Tape	
1		Sticker	

Checked and Packaged By	

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Sales questions can be handled via e-mail @ sales@straightlineperformance.com

Facebook @ straightlineperformanceinc
Youtube @ straightlineperfinc
Twitter @ straightlineperf

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

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

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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!