

STRAIGHTLINE

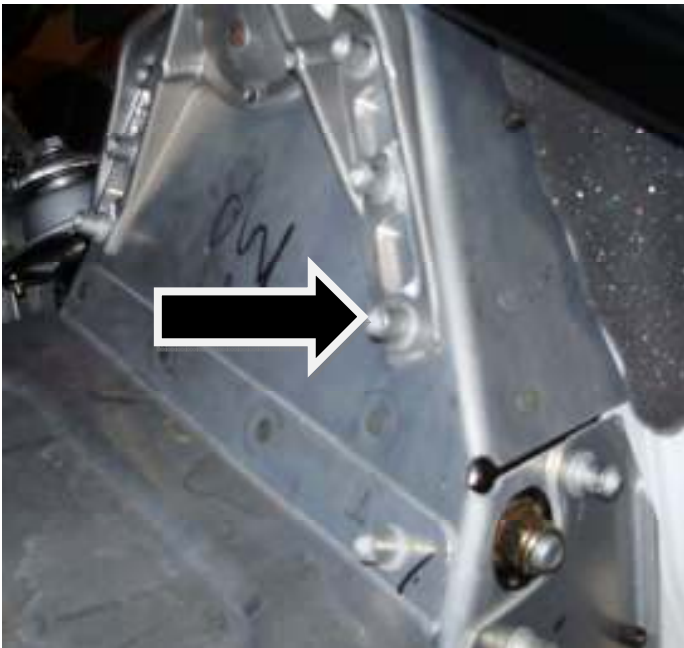
PERFORMANCE

**2008-16 Ski-Doo XP 800R Single Pipe (carb)
134-117 Polished Ceramic**

Installation Instructions

Straightline Performance exhaust systems come ceramic coated, be sure to read and review the care and maintenance form before installing the exhaust products.

Be sure the Straightline exhaust has no manufacture defects. If the pipe has been run or used there are **no warranties** for fitment. Remove the factory single pipe. Then remove the 2 aluminum rivets at the base of the front end. These are simply removed by a ball peen hammer and tapping on the rivet. It will break off and you can then install the supplied hardware as shown in the pictures below. This is important to help the pipe installation and fitment. Repeat this procedure on the other side.



Remove rivet with the arrow pointing to it, and the one on the opposite side



Re-install the button head screw as shown

Jetting Requirements

Stock 480 main jets raise needle .020

Peak rpm – Peak hp increase 7750-7900

Straightline's Ski-doo XP800R Single pipe produces power at a lower RPM than stock. This requires more pin weight than typical machines have available. Most machines will require 3.5-5grams more than your current clutching with the use of the SPI pipe. SPI's pipe torque band is extremely broad compared to the stock. Typical running RPM is under acceleration is 76-7700 RPM. Peak RPM is 7800-7900. On longer pulls were the pipe becomes hot it is not uncommon to see the RPM go up to 8000. Straightline offers a Tungsten insert kit which allows most adjustable pins to add an additional 4-5grams of weight. When using a Straightline Performance clutch kit pin weight settings are typically 24-25 grams.

BOM

Quantity	Part #	Descriptions	In Box
1	IT-134-117	XP 800R Pipe	
2	1173755	1/4" x 1" Bolt	
2	1170860	1/4" Nylock Nut	
1		Sticker	
1		Directions	

Checked and Packaged By

Technical questions can be answered at tech@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!

DUE TO THE LARGE DIFFERENCES FROM YEAR TO YEAR THE END USER MUST MOVE THE CENTER SPRING TAB TO THE PROPER LOCATION.



The 2010-2014 Ski-doo 800/600 E-TECs have moved and change the center spring tab multiple times over the 4 years of production. Straightline can no longer determine the location of the spring tab on the end users machine. As shown above the spring tab mount should have the proper tension as shown above. This may require drilling out the rivet and moving it more toward the chain case side of the snowmobile.