

STRAIGHTLINE PERFORMANCE

Ski-doo 600 EFI Lightweight Muffler

Installation Instructions 134-193

1. Remove stock muffler completely. Remove the stock temp sensor and heat shield in order to aid removal. Be sure to not lose any springs or rubber grommets.
2. Install the rubber grommets onto the base of the muffler and top support as shown below.
3. Install the Straightline muffler into the snowmobile and spring the muffler to the pipe.
4. Remove the muffler/pipe sensor module and reinstall into the new Straightline Muffler. Zip tie the extra wire to the main tube brace so as to not hit anywhere on the muffler.
5. Re-install the pipe.





- **Be sure the muffler has no manufacture defects. If the muffler has been run/used there are no warranties for fitment.**
- Jetting Requirements- No Jetting Required
- Clutching Requirements-No Clutching Required
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Technical Question Please Email Tech@straightlineperformance.com

: Bill of Materials (BOM)

Qty	Part Number	Description	In Box
1	WS-209	Zip Tie	
1		Sticker	
1		Instructions	

Checked By:	



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!**