

STRAIGHTLINE **PERFORMANCE**

Polaris 650 MATRYX Single Pipe 132-152

Installation Instructions and “Bill of Materials”

Peak operating HP RPM of Pipe 8100-8200

1. Remove stock single pipe completely, to include removing the pipe sensor from the center of the pipe. **Pipe Sensor is fragile do not allow to drop or contact any chassis components.** Be sure not to lose any springs.
2. Remove the stock rubber grommet that is located underneath on the pipe support bracket.
3. Install Spring Tab onto Supplied bolt and tighten. (See Picture 4)
4. Re-install the stock Rubber bumper into the same location on the new Straightline Single pipe. Straightline’s pipe is a perfect precision fit to ensure the most HP, and “may” or may not require a washer to shim up the pipe to clear the main chassis brace between the shock towers. (please ensure the pipe should slightly rest on the bottom of the head pipe, on the felt) When under power the engine will torque up and needs the clearance on the top.
5. Wrap the carbon chassis brace with the supplied heat wrap, then wrap the heat tape over the heat wrap to ensure there will be no issues with burning the carbon tube.
6. Install the new Grommet onto the tail of the Straightline pipe, the stock pipe grommet is too small and will not fit.
7. Re-install the Straightline Performance single pipe and be sure to install all 3 Y-pipe springs, side hold down spring, and 2 muffler springs. Springs should be as tight as stock, do not install worn out springs on a new pipe. Loose springs cause leaks and performance loses. Reinstall the stock pipe sensor and check clearance on all areas.
8. **BE SURE NO PART OF THE EXHAUST IS HITTING THE CHASSIS, BRACING OR WIRING. NO WARRANTIES FOR ANY OF THESE.**



Stock Mount

Stock rubber bumper to be removed and re-installed on the Straightline single pipe.

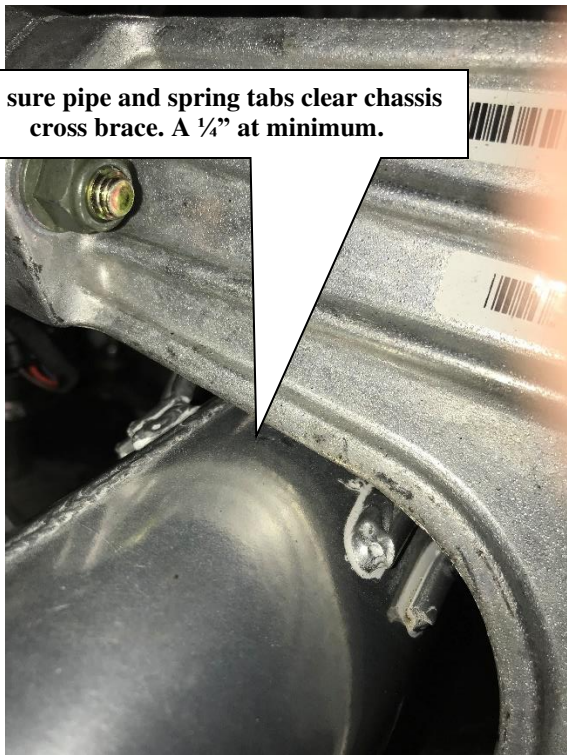


Straightline Mount

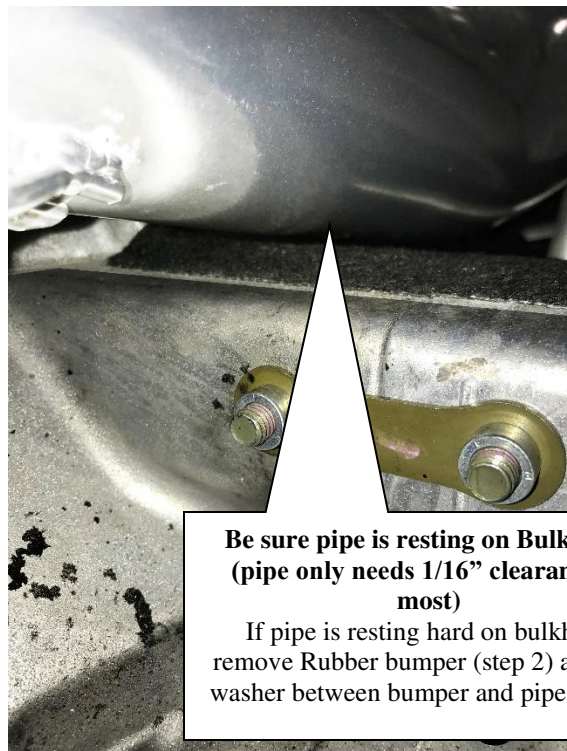
Place washer/washers under rubber bumper if pipe is Resting on Bulk-head.



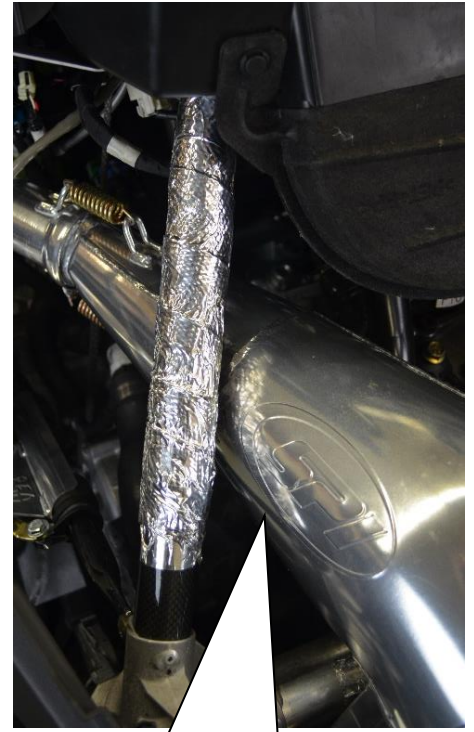
Install Spring Tab onto bolt and tighten. Install stock spring



Be sure pipe and spring tabs clear chassis cross brace. A 1/4" at minimum.



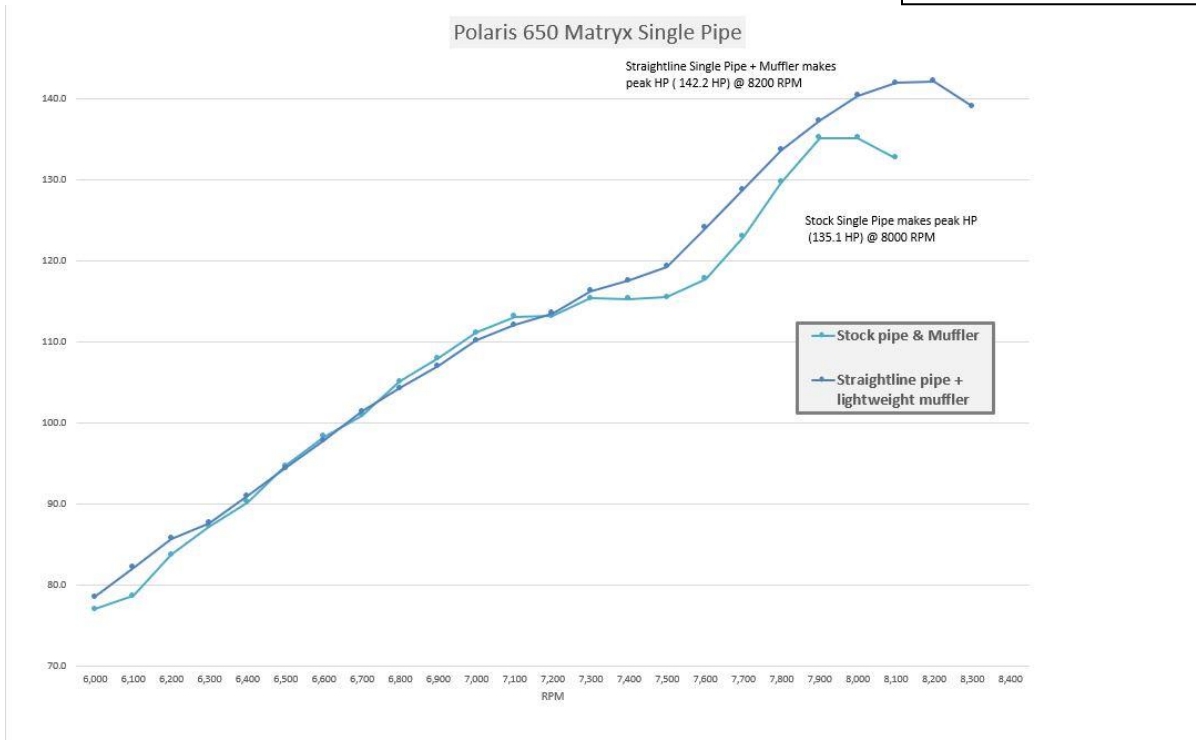
Be sure pipe is resting on Bulkhead. (pipe only needs 1/16" clearance at most)
If pipe is resting hard on bulkhead remove Rubber bumper (step 2) and add washer between bumper and pipe mount.



Stock Pipe sensor to be re-installed into Straightline Performance pipe.
 Mapping will be available if it

Be sure pipe has enough room to clear chassis components. Typically a 1/4" will suffice.

Wrap (carbon fiber only) upper structure with supplied heat wrap and heat tape extensively to avoid burning the tube. No warranty for burnt tubes.



- **Be sure the single pipe has no manufacturing defects. If the single pipe has been run/used there are no warranties for fitment.**
- **Clutching Requirements- Clutching is highly recommended, complete clutch kits available to harness and match the new HP.**

Technical Question Please Email tech@straightlineperformance.com

Bill of Materials (BOM):

Qty	Part Number	Description	In Box
1	132-152	Single Pipe	
2ft		Heat Wrap	
1	WS-380	Spring Tab	
3ft		Heat Tape	
1	1138565	M6 x 1.0 x 20mm Bolt	
1	1133819	Washer	
1		Sticker	
1		Instructions	

Checked By:	



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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, whenever 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!