

STRAIGHTLINE PERFORMANCE

134-103

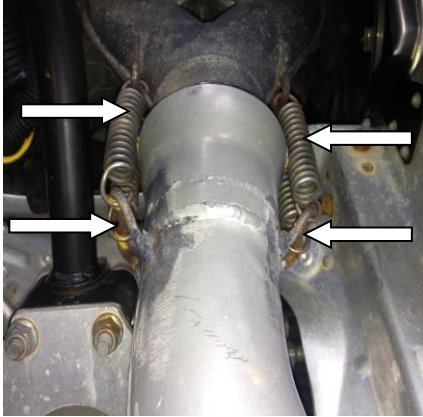
2003-07 Ski-Doo 600 HO/600 SDI Single Pipe

Polished Ceramic

***2003 Requires SPI Muffler & BRP Graphoil 514-053-812)

Installation Instructions

Remove stock pipe by un-springing both the connections at the Y-pipe and muffler. Be sure to keep all stock springs. If you have a ceramic coated pipe there is no need to remove the stock heat shields. Install the new single pipe and re-spring. See pictures below.



Be sure the Straightline single has no manufacture defects. If the pipe has been run/used there are **no warranties** for fitment.

Jetting Requirements

600 H.O. S.D.I. - There are no jetting requirements for the SDI.

600 H.O. Carbureted - Carbureted models require a 410PTO 400MAG.

Raise needle .020.

Peak rpm – Peak hp increase 8000-8100

Recommended Clutch Weight – 17.5-18.5g.

NOTE: Straightline recommends adding an Adjustable Pin kit to your snowmobile to help enhance the power. Pin kits are available from Straightline or your local Ski-doo dealership. Straightline Performance also has complete clutch kits to greatly increased HP and performance.

BOM

Quantity	Item #	Descriptions	In Box
1	134-103	Pipe	
1		Sticker	

Checked and Packaged By

Technical questions please email 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!