
SLP Twin Pipes for 2005-06 Arctic Cat M7 P.N. 09-762(CP)

Pipe Set Contents:	2 - Grafoil Gaskets	1 - Silencer
7 - Short Springs	3 - Zip Ties	2 - Well Nuts with Screws
1 - 240” Roll Reflective Heat Tape	6 - 3/16” x 3/4” Aluminum Rivets	1 - Large Head Rivet
1 - Flange Plate	6 - Rivet Washers	1 - Spring Tab
6 - Allen Head Bolts	1 - Mag Pipe	1 - Medium Spring
	1 - PTO Pipe	

Read instructions carefully and completely before attempting installation.

Due to minimal air flow through the M-7 chassis SLP recommends Ceramic Coated pipes be used if riding in deep snow conditions. Ceramic Coating substantially reduces radiant heat from the pipe and silencer body. This results in a reduction of underhood temperature for cooler intake air as well as reducing the chance of heat related damage to the belly pan and hood when used in severe conditions like breaking trail in deep snow.

1. Remove stock pipe, silencer, outlet deflector, Y-pipe (retain exhaust springs for pipe installation) and cylinder flange studs.
2. Remove the stock outlet exhaust deflector by grinding of the top six rivets. Then re-rivet the stock outlet plate to the belly pan using the 3/16” aluminum rivets and rivet washers provided (see illustration #1).
3. Remove stock flange studs. Install SLP flange plate using supplied allen head bolts (use the stock flange gaskets).
4. Remove rubber insulator from the stock silencer hanger install on the SLP silencer (see illustration #2).
5. Measure 2 1/4” forward from the rear silencer mounting hole mark and drill a 3/16” hole. Rivet the spring tab provided into place with tab pointing to the 7 o’clock position looking at it from the side of the sled (see illustration #3)
6. Relocate the ECU box to the front right corner of the shock tower (see illustration #4). Mark the location of the holes and drill two 1/2” holes and insert 2 well nuts provided and fasten ECU to the shock tower using the two well nut screws provided.
7. Zip tie the throttle cable to the bottom of the fuel rail, heat tape the area closest to the pipe (see illustration #5).

NOTE: If using a BoonDocker™ Control Box install it now.

8. Run a bead of high temperature silicone such as Permatex Ultra Black 598 around the stock outlet hole (see illustration #6).
9. Install SLP silencer and mount into place using the stock washer and hair pin clip. Using the supplied medium spring, spring from the spring tab to the silencer support bracket.
10. Install PTO pipe first (pipe with SLP logo) spring into place using short springs and spring down to the stock rubber pipe support.

NOTES:

- Injectors may need to be rotated for pipe clearance and zip tied to the fuel rail.
- If clearance is needed on the fuel rail the stock rubber pipe support can be trimmed down.
- 2005 models need to remove under hood foam mat and then heat tape the hood in the areas closes to the pipe.

11. Install Mag pipe and spring into place using short springs. Spring Mag pipe to he PTO pipe using one of the short springs provided.

NOTE: Silicone pipe to silencer joint with a high temp. silicone such as Permatex Ultra Black 598.

12. Install heat tape to the areas closest to the pipe and silencer including exhaust valve servo motor cover, coolant bottle, oil bottle and cap and the side of the belly pan closest to the silencer.

SLP recommends the use of the air intake kit P.N.14-291.

Spring Tension Adjustment:

Spring loop adjustment is suggested for proper spring tension to prevent leakage and wear (low tension), allow adequate flex (proper tension) and prevent spring breakage (excessive tension).

When system is installed the spring can be judged for proper tension. The winding spacing at the center of the spring will indicate tension. When proper the two center windings will have .040" to .050" clearance between them. This is easily tested with a feeler gage.

If tension is incorrect, the loop on the pipe or silencer can be bent in the direction needed to increase or decrease tension. Attach a vise grip firmly to the loop and bend.

ILLUSTRATION #1

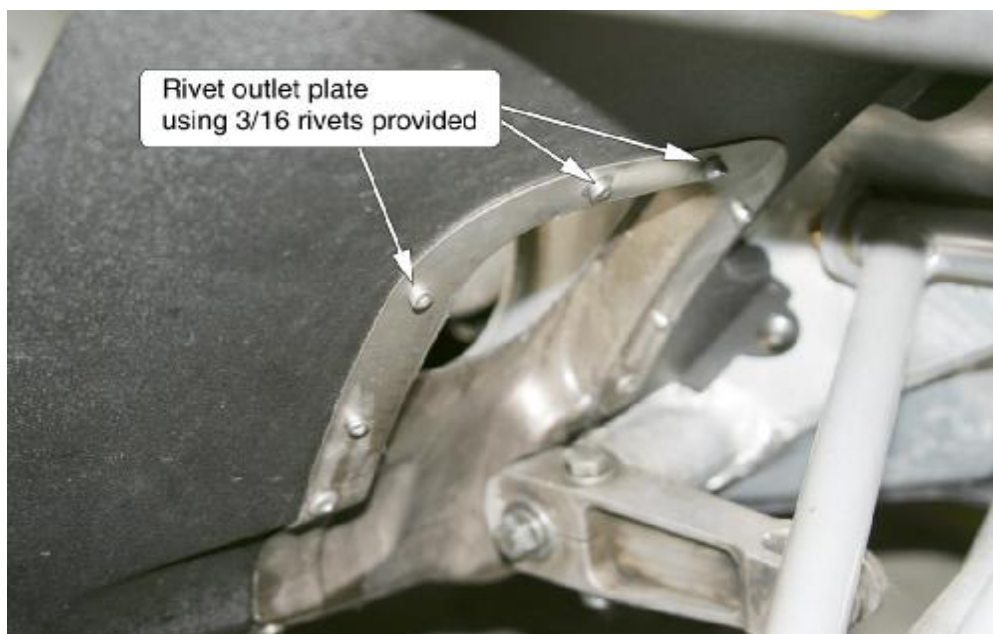


ILLUSTRATION #2



ILLUSTRATION #3



ILLUSTRATION #4



ILLUSTRATION #5

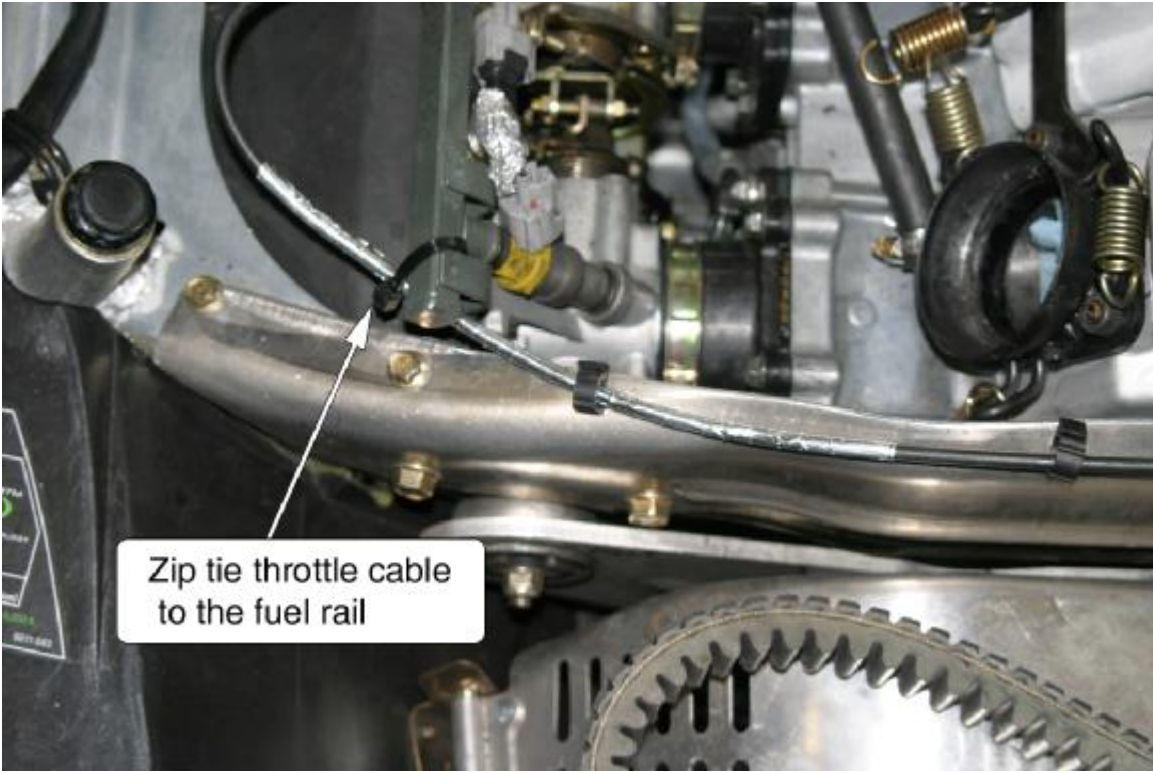


ILLUSTRATION #6



Caring for your ceramic coated pipes and/or silencer:

Ceramic Coating is an aluminum matrix applied to your exhaust system to provide a thermal barrier for more consistent performance. It is a coating which requires little maintenance to keep your pipes and/or silencer looking like new.

Upon completion of new installation, wipe the ceramic coated parts of the exhaust system down with brake cleaner. This will prevent oils and grease (usually in the form of fingerprints) from burning on and staining the exhaust during first initial startup.

To maintain your ceramic coated system, wash it with soap and water periodically (especially necessary after trailering it to and from your riding area on roads that have been treated with salt and other ice removing chemicals). Salt and other ice removing chemicals will attack and eat away at the ceramic coating. This will result in rust coming through the coating. Typically you will notice this rusting after your snowmobile has set for a period of time without the exhaust system being brought up to running temperature.

Periodically polish your ceramic coated pipes and/or silencer after each washing with an aluminum polish such as Mothers, Maas or Blue Magic aluminum polish that can be found at any automotive parts store. Do not use any acidic cleaners! For stubborn stains use fine 000 steel wool, then use a soft cloth with polish. Failure to maintain your ceramic coated pipes or silencer can result in damage to the ceramic coating for which there is no warranty coverage. A little care will insure that your pipes and/or silencer will continue looking like new for many years.

Note: In areas of the ceramic coated system where skin temperatures exceed 1300 degrees F, it is normal for the coating to turn dull gray. These areas should also be washed and polished periodically.

Fuel Map Guideline

Arctic Cat M-7 EFI with SLP Twin Pipes and SLP Air Horn Kit using BoonDocker™ Performance Control Box

Important Note: The following information is given as a guideline only. The fuel map listed was attained using a 2005 M-7 stock engine, stock airbox, with SLP twin pipes. Fuel used was premium 91 octane non oxygenated.

SLP recommends that you start at a richer setting than what is listed below and lean down as needed for best performance using plug color as a guideline. Exhaust temperature gauges can also be used as a tuning aid, but due to differences in gauges, probes, probe position as well as many other engine variables you must first establish a relationship between plug color and exhaust gas temperature.

Fuel: Minimum 91 octane pump fuel. Fuels containing ethanol or oxygen carrying additives will require more fuel than non oxygen carrying fuels.

Fuel Map for Arctic Cat M-7

RPM	Low	Mid	High	Trim
3000	-03	00	00	00
5000	00	03	00	00
6700	00	00	-13	00
7800	00	00	07	00
8100	00	00	06	00

Jetting for Carbureted Arctic Cat M-7 with SLP Twin Pipes and SLP High Flow Intake P.N. 14-291

Altitude	Temperature			
	-40 to -20°F (-40 to -29°C)	-20 to 0°F (-29 to -18°C)	0 to 20°F (-18 to -7°C)	20 to 40°F (-7 to 4°C)
	PTO/MAG	PTO/MAG	PTO/MAG	PTO/MAG
0' (0 m)	600 #5	580 #5	560 #4	540 #4
2000' (610 m)	500 #4	490 #4	480 #4	460 #3
4000' (1219 m)	460 #3	450 #3	440 #3	430 #3
6000' (1829 m)	410 #2	400 #2	390 #2	380 #2
8000' (2438 m)	400 #1	390 #1	380 #1	370 #1
10,000' (3048 m)	390 #1	380 #1	370 #1	360 #1
+12,000' (+3658 m)	380 #1	370 #1	360 #1	350 #1

Recommended Jet Needle: 9EJ1 stock (# below main jet indicates e-clip position)

Spark Plug Recommendation: BR9EYA

Important Note: Fuels containing ethanol, alcohol based fuel compounds, or oxygen carrying additives will require larger main jets, usually 2 sizes more than the SLP jetting chart. Jet Needle may need to be raised one "E" clip position.

Carburetor Tuning Note: Carb tuning specifications included in this section are a base line and should be adjusted as needed for your atmosphere. SLP recommends that you monitor your plug color and piston wash to verify jetting. Exhaust gas temperature gauges can also be used as a tuning aid, but due to differences in gauges, probes, probe position as well as many other engine variables you must first establish a relationship between piston wash and exhaust gas temperature.

Clutching for Arctic Cat M-7 w/SLP Twin Pipes and High Flow Intake Kit

Altitude	Drive Clutch		Driven Clutch	
	SLP MTX Weights	Spring	Torque Bracket	Spring
6-8000' (1800-2400m)	68 g 1 g rivet outer hole P.N. 40-95	SLP Green / Pink P.N. 40-77	36° (stock)	White (Stock)
8-10,000' (2400-3000m)	68 g no rivets P.N. 40-95	SLP Green / Pink P.N. 40-77	36° (stock)	White (Stock)

**Running RPM
8000-8200**

Important Notes:

- Using a new belt, check belt to sheave clearance to insure it is within tolerance (0.010 - 0.020").
- Using a new belt, check belt deflection, it should measure 1 1/4".