



TUNABLE PIPE INSTRUCTIONS

XCR120 / MINI Z / ARCTIC CAT 120 / YAMAHA SRX 120
REVISED 5/24/21

REMOVE STOCK EXHAUST FROM SLED, **SAVE** EXHAUST GASKET AND NUTS.

NOTE: ON THE ARCTIC CAT Z120 YOU NEED TO REMOVE THE STOCK EXHAUST MOUNTING BRACKET THIS CAN BE DONE BY GRINDING OFF THE 2 POP RIVETS HOLDING IT TO THE FOOT REST.

NOTE: ON THE SKI DOO MINI Z THE RUBBER BOOT WHERE THE STOCK EXHAUST EXITS WILL HAVE TO BE REMOVED.

THE EXHAUST OUTLET HOLE WILL HAVE TO BE ENLARGED FOR THE SILENCER, THIS CAN BE DONE BY SLIDING THE SILENCER ONTO THE PIPE AS FAR AS POSSIBLE AND HOLDING THE PIPE UP TO THE ENGINE WHERE IT WILL MOUNTED, THEN SCRIBE A MARK AROUND THE SILENCER, THE BELLY PAN SHOULD BE CUT WITH A KNIFE OR DIE GRINDER ALLOWING ¼" OF ROOM AROUND THE OUTSIDE OF THE PIPE TO KEEP THE BELLY PAN FROM MELTING.

TUNING PIPE:

SHORT PIPE = MORE BACK PRESSURE WHICH MEANS YOU WILL HAVE BETTER LOW SPEED PERFORMANCE. THIS SETTING WORKS BEST WITH STOCK ENGINES.

LONG PIPE = LESS BACK PRESSURE MEANS YOU WILL HAVE BETTER TOP SPEED PERFORMANCE. THIS SETTING WORKS BEST ON ENGINES WITH PERFORMANCE PARTS ADDED.

NOTE: DO NOT SLIDE HEAD PIPE INTO SILENCER MORE THAN 2 ½" OR HAVE LESS THAN 1" STICKING IN THE SILENCER. TIGHTENING TORQUE ON CLAMP SHOULD BE NO MORE THAN 60" LBS OR 5 FOOT LBS.

FOR QUESTIONS OR HELP CALL 319-462-6932 M-F 8:30A-5:00P

*****PLEASE NOTE*****

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