



Installation Instructions: S&S® Power Tune® XTO Exhaust for Polaris RZR® Turbo (550-1036)

DISCLAIMER:

Many S&S parts are designed for high performance, closed course, racing applications and are intended for the very experienced rider only. The installation of S&S parts may void or adversely affect your factory warranty. In addition such installation and use may violate certain federal, state, and local laws, rules and ordinances as well as other laws when used on motor vehicles used on public highways. Always check federal, state, and local laws before modifying your motorcycle. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties, and risks associated therewith.

NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE *Qualified Manufacturer Declared 49-State Federal Emissions Compliant Exhaust System

SAFE INSTALLATION AND OPERATION RULES:

Before installing your new S&S part, it is your responsibility to read and follow the installation and maintenance procedures in these instructions and follow the basic rules below for your personal safety.

- Gasoline is extremely flammable and explosive under certain conditions and toxic when breathed. Do not smoke. Perform installation in a well ventilated area away from open flames or sparks.
- If motorcycle has been running, wait until engine and exhaust pipes have cooled down to avoid getting burned before performing any installation steps.
- Before performing any installation steps, disconnect battery to eliminate potential sparks and inadvertent engagement of starter while working on electrical components.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S with any questions you may have if any steps are unclear or any abnormalities occur during installation or operation of motorcycle with an S&S part on it.
- Consult an appropriate service manual for your motorcycle for correct disassembly and reassembly procedures for any parts that need to be removed to facilitate installation.
- Use good judgment when performing installation and operating motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs or fatigue impair your judgment. Start installation when you are fresh.
- Be sure all federal, state and local laws are obeyed with the installation.
- For optimum performance and safety and to minimize potential damage to carb or other components, use all mounting hardware that is provided and follow all installation instructions.
- Motorcycle exhaust fumes are toxic and poisonous and must not be breathed. Run motorcycle in a well ventilated area where fumes can dissipate.

IMPORTANT NOTICE:

Statements in this instruction sheet preceded by the following words are of special significance.



WARNING

Means there is the possibility of injury to yourself or others.



CAUTION

Means there is the possibility of damage to the part or motorcycle.

NOTE

Other information of particular importance has been placed in italic type.

S&S recommends you take special notice of these items.

WARRANTY:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S's option if the parts are returned to us by the purchaser within the 12 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must call or write S&S immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

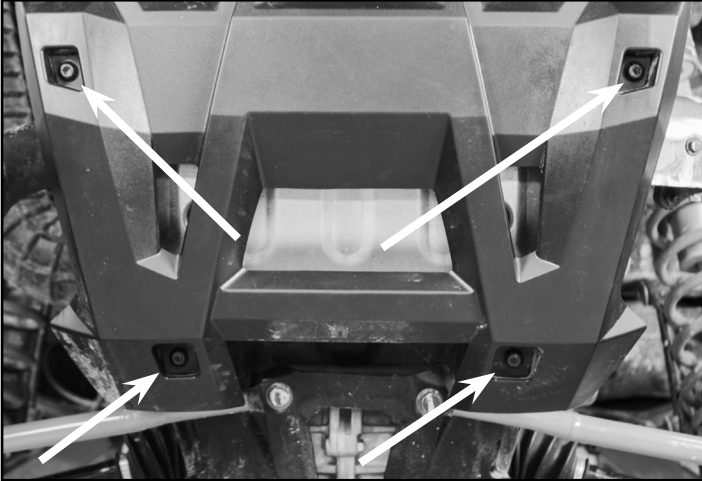
A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from S&S. The parts must be packaged properly so as to not cause further damage and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by S&S and the part was found to be defective, repair, replacement or refund will be granted.

ADDITIONAL WARRANTY PROVISIONS:

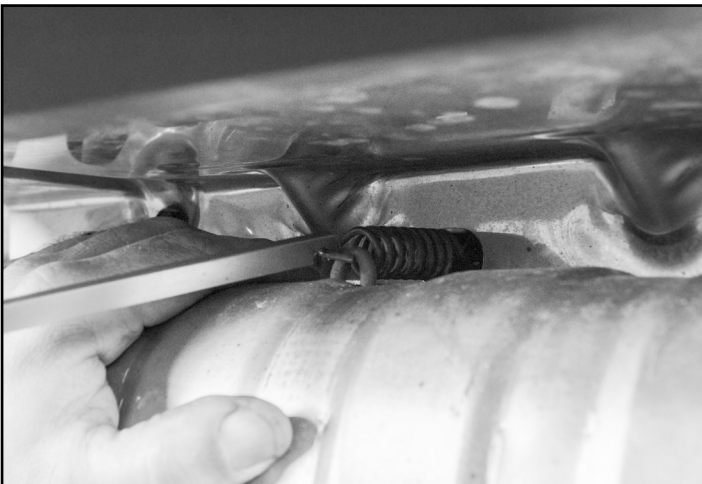
- (1) S&S shall have no obligation in the event an S&S part is modified by any other person or organization.
- (2) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the S&S part.
- (3) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.

MUFFLER REMOVAL

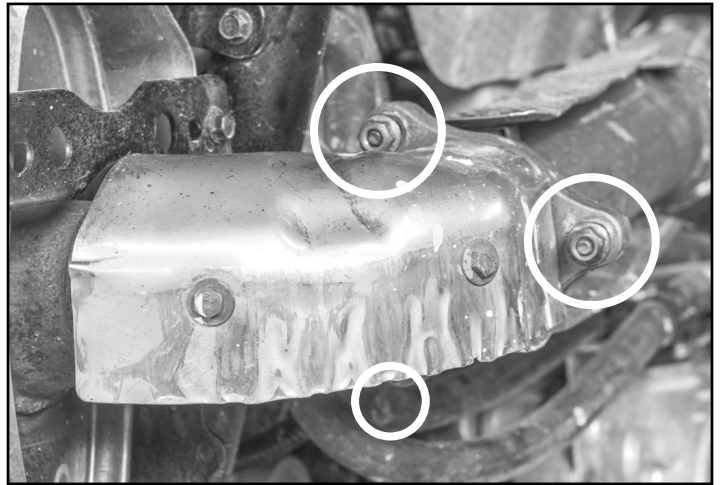
1. Remove 4 Torx style fasteners (40 torx socket) retaining the rear plastic muffler cover.



2. Remove two muffler springs.



3. Remove the 3 nuts from the header pipe



4. Pull the muffler towards the rear of the vehicle to remove it from the rubber mounting isolators.

5. Remove stock driver side muffler cover bracket.



MUFFLER INSTALLATION

6. Install the new drive-side rear muffler cover bracket that comes with your new muffler.



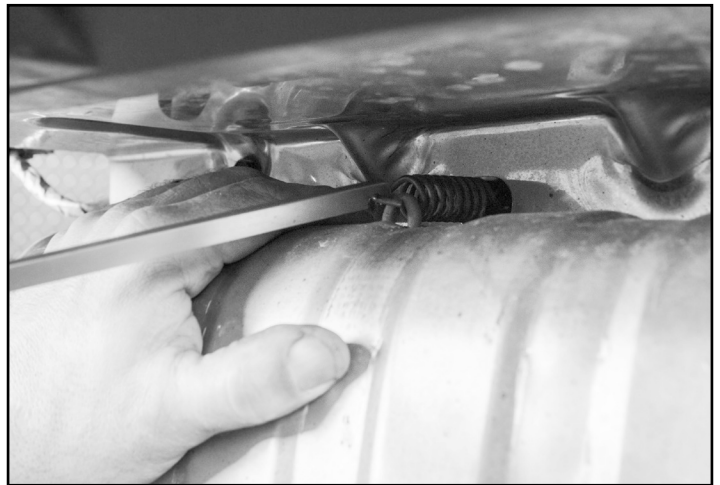
7. Install the muffler mounting studs into the rubber isolators on the chassis.



8. Install a new flange gasket if needed. Put a dab of high temp anti-seize on the studs and install the three nuts on flanges. Torque nuts to 18 ft-lb (24 Nm)



9. Install the two muffler springs.

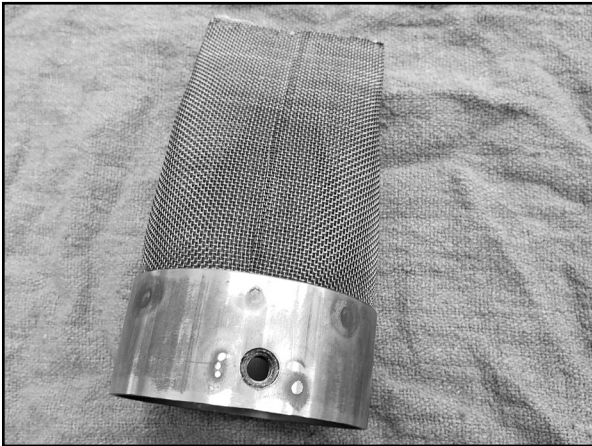


10. Install the rear plastic muffler cover. (4 Torx headed fasteners)
Torque 8 ft-lb (11 Nm)



11. Start Vehicle and check for exhaust leaks

SPARK ARRESTOR CLEANING AND MAINTENANCE



NOTES: A plugged spark arrestor will cause performance loss. Always replace a cracked or damaged spark arrestor before operating.

The spark arrestor should be cleaned each time the machine is submerged in water/mud and after every oil change.

1. Remove the spark arrestor retaining fasteners.
2. Remove the spark arrestor from the end of the muffler.
3. Use a non-synthetic brush to clean the screen on the spark arrestor. If necessary, blow debris from the screen with compressed air.
4. Inspect the screen for wear and damage. Replace if damaged.
5. Reinstall the spark arrestor. Torque fasteners to specification.
Torque spark arrestor Fasteners: 8 ft-lb. (11 Nm)

How to change the Power Tune XTO tunable inserts, spark arrestor and retaining bulkhead ring

Tools needed

$\frac{5}{32}$ Allen Wrench

$\frac{1}{8}$ Allen Wrench

Small pry bar with foot

Small Hammer

Small punch or flat screwdriver



Removing Inserts

Remove the 3 socket head bolts using the $\frac{5}{32}$ allen wrench .



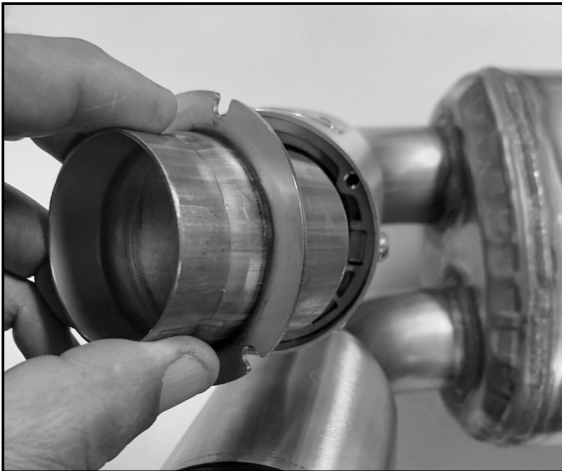
Tap the edge of the end cap to pop it loose from the outlet tube.



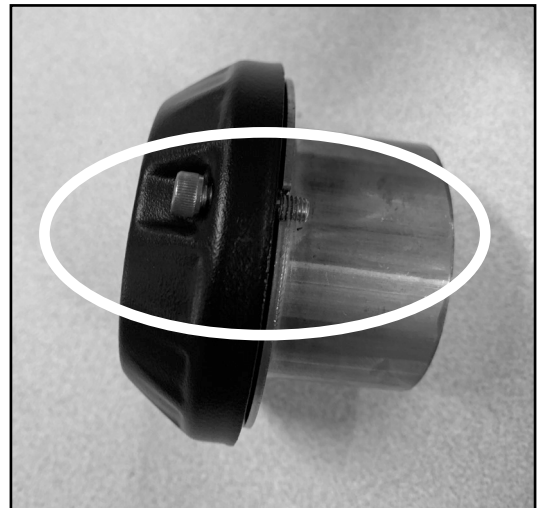
While holding the insert with one hand, place the end cap over the insert aligning the holes.



Remove supplied insert and replace with optional insert.



To keep the insert and the end cap aligned, place a bolt in only one of the 3 holes.



Replacing inserts

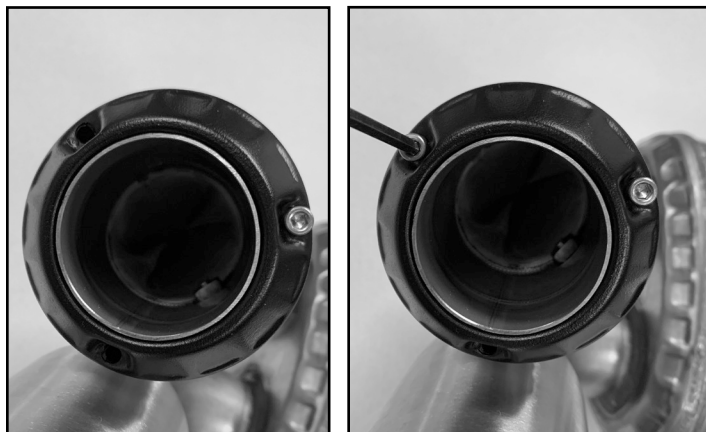
Put a small amount of anti seize on threads of all the bolts.



Now carefully place assembly over the exhaust outlet tube aligning the bolt to the threaded hole.



Once the first bolt is slightly started into the threads go ahead and start the other two bolts.



Now you can tighten all 3 bolts doing a circular pattern turning each bolt 2-3 full turns until all three bolts are tight. The reason for that is to pull the end cap down in an even configuration.

Keep in mind the bolt spacers that are welded to the inside of the end cap can be out of alignment slightly after the removal process. If this occurs, take a smaller punch or screw driver that will fit into the threaded area and straighten. Using a flashlight to visually align the spacer to the bolt hole then thread in bolt. Do this to all until you have all three bolts started in the threads.

Now that you have customized the sound and power on your Power Tune XTO Muffler, fire it up and listen and feel the difference.

Check the chart below for sound configurations.

INSERT dB CHART										
BOTTOM	1.375	1.5	1.625"	1.75"	1.875"	2"	2.25	CAP	3.5MM F	3.5MM R
TOP	dB levels may slightly vary on different models. Chart below is based on 2020 Polaris Pro XP Turbo 4000/6000 RPM									
1.375	96.2-106	96.2-106	96.7-106	96.7-106	96.7-106	97.2-107	97.2-107	93.5-104.4	95-105	95-105
1.5	96.3-106	96.3-106	96.3-106	96.6-106	96.8-106	97-107	97-107	93.6-104.3	96-106	96-106
1.625	96.3-106	96.7-106	96.8-106	96.8-106	96.8-106	97.3-107	97.5-107	93.5-104.3	95.5-106	95.4-106
1.75	96.7-106	96.9-106	96.8-106	97.2-107	97.4-107	97.5-107	97.5-107	94.3-104.5	95.9-106	95.9-106
1.875	96.7-106	96.6-106	96.7-106	97.4-107	97.5-107	97.5-107	97.5-107	94.4-104.6	95.8-106	95.8-106
2"	97.1-107	97.1-107	97.3-107	97.5-107	97.4-107	97.5-107	97.7-107	94.6-104.5	95.7-106	95.8-106
2.25	97.1-107	97.1-107	97-107	97.5-107	97.6-107	97.7-107	98-107	94.3-104.6	95.8-106	95.8-106
CAP	93.5-104.4	93.6-104.3	93.6-104.3	94.3-104.5	94.4-104.6	94.6-104.5	94.6-104.6	Do not use	Do not use	Do not use
3.5MM F	95-105	95-106	95.3-106	95.9-106	95.8-106	95.8-106	95.8-106	Do not use	Do not use	Do not use
3.5MM R	95-105	95.3-106	95.4-106	95.5-106	95.7-106	95.8-106	95.8-106	Do not use	Do not use	Do not use
	Idle at 85	Idle at 82	Idle at 81	Do not use						
TEST WAS DONE ACCORDING TO J1287 STANDARDS @4000 RPM AND @6000 RPM										

How to change spark arrestor

Removing Inserts

Remove the 3 socket head bolts using the $\frac{5}{32}$ allen wrench .



Tap the edge of the end cap to pop it loose from the outlet tube.



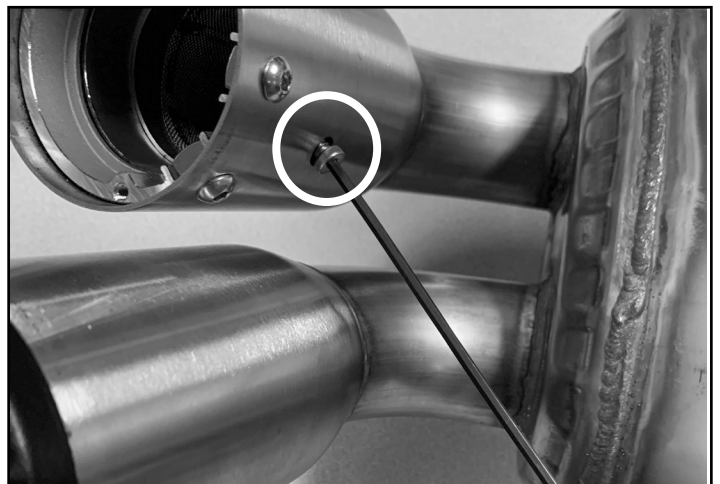
Remove the end cap and insert.



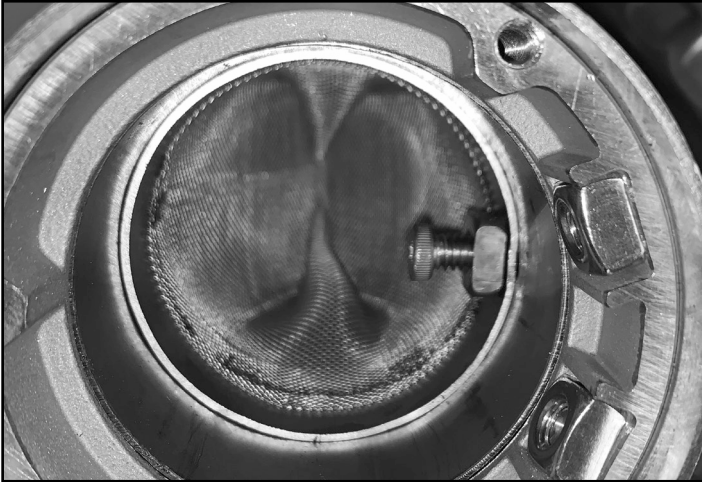
Now remove the rubber plug



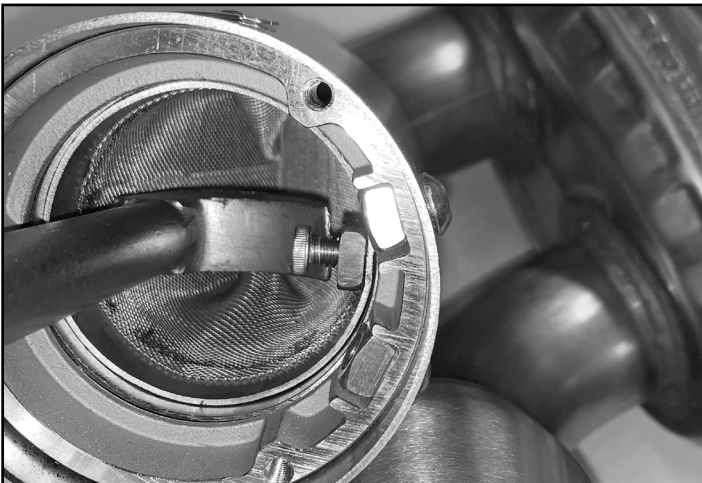
Take your $\frac{1}{8}$ allen wrench and remove spark arrestor bolt



Spark arrestor can be removed if the spark arrestor does not come out easily. You can thread the bolt you just removed into the back side of the spark arrestor nut and use it as a pulling point.



Using a pry bar or some other tool now you can pull up on the spark arrestor and remove.



To reinstall spark arrestor do the steps in reverse order.

Removing bulkhead retaining ring

Follow steps for removing end cap

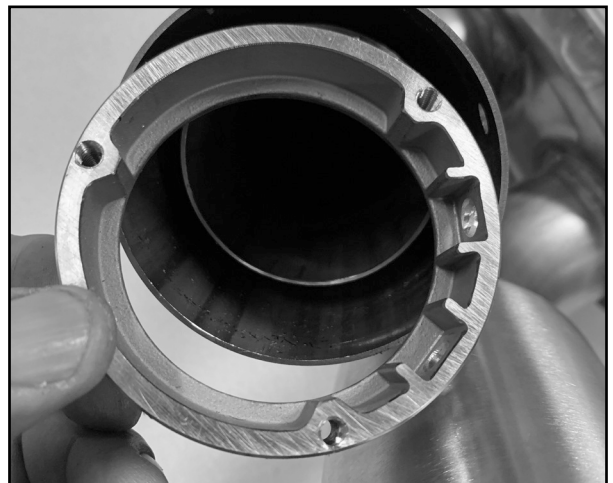
Remove the end cap and insert.



Remove the two bolts holding the retaining ring.



Remove the bulk head retaining ring.



To reinstall, do steps in reverse order.