



## Installation Instructions: Extended Heat Exchanger

For Arctic Cat Catalyst 858 M Alpha One

### Read This First

This isn't a quick bolt-on part-this is a real upgrade. But if you follow these steps and take your time, you're going to end up with a cooler-running sled that's way more reliable on the trail up to the goods.

### What You're Doing

We're removing the small factory heat exchanger and replacing it with our full-length cooler. That means better cooling, longer engine life, and no more sitting on the side of the trail overheating.

### Tools You'll Need

- Basic hand tools
- Drill + 3/16" drill bit
- Rivet gun
- Die grinder
- Sawzall
- Sander (80-grit, 6-inch recommended)
- TIG welder (must be experienced)
- Coolant vacuum filler (optional but recommended)
- Soapy water spray bottle
- Pressure tester

### Step 1: Teardown - Get Access

Remove the seat, gas tank, suspension, and track. Then take off the hood and exhaust pipe. Pull the skid plate to get access to the coolant hose that connects the factory heat exchanger to the engine.

### Step 2: Drain and Disconnect



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Drain the coolant completely. Carefully remove the coolant hose from the factory exchanger. Drill out the rivet holding the coolant tank, and remove the hose connected to the exchanger.

### **Step 3: Remove the Factory Cooler**

Drill out the rivets holding the stock heat exchanger. Unfasten the taillight wiring and zap strap it up high to the right-hand steering hoop-keep it safe and out of the way.

Pro Tip: Make sure no wires are in the way or exposed before cutting.

### **Step 4: Prep for Cutting**

Cover the engine compartment-use a cardboard cutout to fit the weld zone and toss a blanket over the engine. Use a die grinder to create a small starter notch. Use a Sawzall to cut out the cooler from the inside of the tunnel. Hold the Sawzall 90 degrees to the tunnel top and go slow-don't cut into the front exchanger.

### **Step 5: Clean and Prep the Tunnel**

Use a 6-inch 80-grit sander to clean up the leftover welds. Use a square to check that your welding surface is 90 degrees from the tunnel top.

### **Step 6: Test Fit the New Cooler**

Hold the new cooler in place to check for a tight fit all around. Trust us-tight fit = easy weld. Flush out the cooler with a garden hose to make sure no aluminum debris is left inside.

### **Step 7: Install and Weld**

Position the cooler in place, center it, and rivet it in using the 3/16 rivets provided. TIG weld the cooler in place using 5356 rod, 3/32" diameter. This part must be done by an experienced welder.



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### Step 8: Reassemble the System

Hook your coolant hoses back up to the new cooler. Pressure test the system at 20 psi. Spray soapy water around the welds (front and back) to check for leaks. Once you're sure it's sealed, fill with 50/50 premix green coolant. We recommend using a vacuum pull to avoid air locks.

### Step 9: Put It All Back Together

Route all wiring back to stock location and make sure it's not rubbing anything. Reinstall your gas tank, track, suspension, exhaust, and hood. Install skid plates and belly pans using the included rivets.

### Final Checks

Start the sled, let it run, and top off coolant if needed. Let it cool, check the level again. Once you're good-you're ready to ride.